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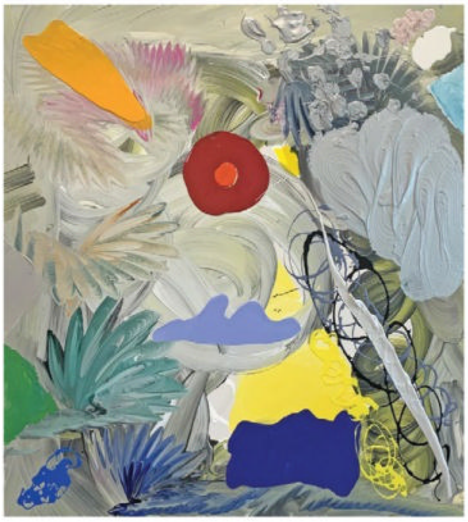

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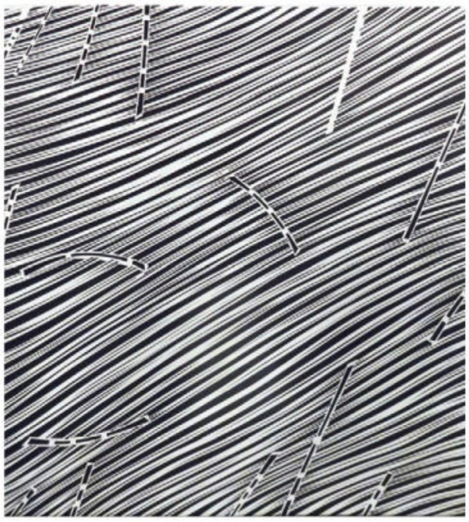

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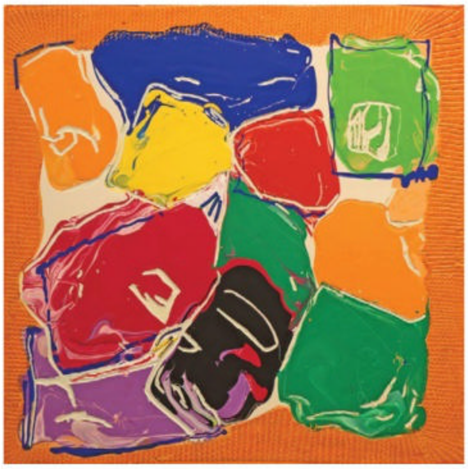

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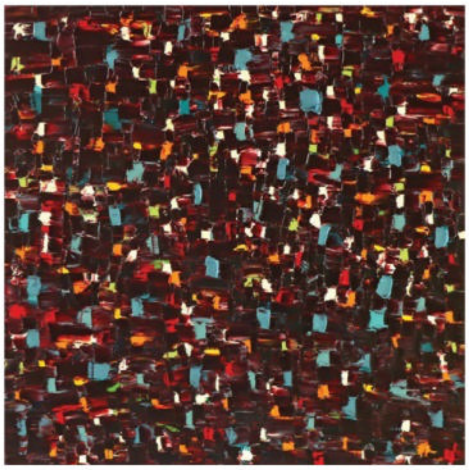

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EDITOR IN CHIEF

“My first customer was a lunatic. My second had a death wish.”
– Karl Benz

I recently had the occasion to test drive several different electric vehicles in successive weeks and for the most part, I was very impressed. While driving a gasoline or diesel-powered vehicle is still my personal go-to at this point, I think we can all agree there is nothing quite like the instantaneous torque you feel from behind the wheel of an EV. It is truly the closest thing to an amusement park ride we can experience from inside an automobile.

Of course, for more traditional car lovers like me, it doesn’t get any better than the sweet sound of a Porsche flat-six at redline, or the rampant bark of a V12 Ferrari engine. It’s the stuff of legend. But for pure get up and go, electric is hard to beat.

So why am I not completely sold on buying an electric vehicle? I believe the two main reasons are still what they have been all along: range and price.

In the city where I live, there are very few options available for charging an EV with a DC fast charger. In fact, with a population of approximately 450,000 people in the surrounding region, my little slice of North America has a total of two DC Fast Chargers, and one is 23 km (14 miles) from my home. Driving an EV is fun, and I feel good sitting behind the wheel with the belief I am lessening my carbon footprint. But range is always on my mind, so it’s never a truly relaxing experience.

Fully charged and ready to go with 432 km’s available, I unplugged my latest test vehicle from the ChargePoint station and headed away with the intent of driving on a single charge for the next five days. I planned to manage my driving habits accordingly, with mostly city driving on the schedule. No sooner had I driven 150 metres (500 ft) and I was down to 418 km. By the time I reached home 6 minutes later, I was down to 402 km. I guess a kilometre of driving is not what it used to be.

As for price, well I don’t think we need to have a detailed discussion as it’s pretty common knowledge that buying an EV at this time in history is both expensive and the wait for delivery can take months, if not years. So where is all of this going? Are electric vehicles really a long term solution for humanity?

At the recent 44th International Motor Symposium held in Vienna, Austria, various automakers discussed their plans for a better world of driving. The consensus was and should be a balanced approach to powering our vehicles is required, it can’t just be a hard switch from fuel-burning to electric power. With the ultimate goal of delivering clean, earth-friendly power alternatives now and for future generations, it’s going to take some time to figure it all out. The final winning combination has yet to be determined, but we are moving in the right direction.

In this issue Mark Richardson takes us on the last ride of the gasoline-powered Jaguar F-Type and Senior Editor Dan Heyman does the same in the Lamborghini Huracán Sterrato. It feels sad in a way, but in truth the best days of the automobile are still ahead of us. Enjoy the ride!

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VICARIOUS/

EDITOR AT LARGE

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"Hey Kowalski, you out there?"
– Super Soul

A few days before my fingers hit the keyboard for this piece, my dad and I were chatting about movies – new ones we wanted to see and old ones we wanted to see again. Dad was feeling nostalgic for Kowalski and his high-speed delivery of a 1970 Dodge Challenger R/T in Vanishing Point (the Barry Newman, Cleavon Little original of course, and not the 1997 re-make with Viggo Mortensen and Jason Priestly).

Kowalski's run from Colorado to San Fran was only one of many movies from dad's formative years to have a hot car, or bike featured prominently. There was Easy Rider, Bullit, The French Connection, Two Lane Blacktop, Le Mans, Gone in 60 Seconds and Smokey and The Bandit, to name but a few. Clearly this Hollywood trope of the 70s is one of the main reasons he grew to love vehicles as much as he did. And through his love, so did I.

It's no wonder, then, that as a kid, I'd grow up with a steady diet of TV shows like Knight Rider, the A-Team, Starsky and Hutch, The Rockford Files, The Fall Guy and those good 'ole boys, The Dukes of Hazzard. I'm sure the hero-cars from each of those shows made the clunky plotlines and forced dialogue easier for dad to bear – they certainly aren't what I remember from the episodes.

Fast forward a few years (the VCR was just gaining traction afterall) and VHS copies of dad's old favourites would find their way into our collection. We'd share the couch on rainy Sundays where he'd reminisce and I'd study up. If I close my eyes, I can still hear those incredible, double-clutched shifts echo off of the San Bruno Mountain as McQueen's '68 Mustang fastback hauls the mail in pursuit of the Dodge Charger, in Bullitt.

Of course constant exposure to those classics has landed me squarely in the theatre for every flick from the "Fast" franchise since they debuted some twenty-two years ago. Working as a valet parking attendant, driving a racing-striped Neon R/T (with the requisite 'fart-can' exhaust), my colleagues and I were the demographic when the franchise launched. We devoured the ropey plot (that was better executed in Point Break, IMHO), counted the infinite number of gears every car seemed to have and giggled as if the NOS from the movie had trickled into our theatre with every terrible, quotable line. We were hooked.

And yes, by the time you've read this I'll have dragged my wife to see Fast X and will have tickets in hand for Gran Turismo.

All of this is to say that, despite much of the doom and gloom talk surrounding the loss of combustion engines, manual transmissions and the perceived indifference of the next generation of motorheads, there is ample big and small screen fodder to keep passions lit and more keeps coming. Enjoy the show, but more than that, enjoy the cars!

MATTHEW NEUNDORF
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Mark Hacking is an award-winning editor/writer/photographer with over 25 years' experience working with leading publications around the world. His byline has appeared in *Architectural Digest*, *Azure*, *Departures*, *enRoute*, *Forza*, *The Globe and Mail*, *Intersection*, *Luxury Magazine*, *Montecristo*, *NUVO*, *Robb Report* and the *Toronto Star*.

Mark has also competed in a range of motorsports over the past 20 years. He finished on the class podium at Targa Newfoundland three consecutive times from 2004-06. In 2011, he raced at the Nürburgring Nordschleife with the factory Aston Martin team. In 2013, he became the first journalist to race in the Ferrari Challenge, finishing third in class in both outings. In 2019, he was the first journalist in the world to race in the Jaguar I-PACE eTrophy, the first-ever all-electric production car race series.

MERCEDES LILIENTHAL

Award-winning journalist, photographer, and contributor for *The New York Times, Car and Driver, Forbes, Autoblog, TREAD Magazine,* and more, Mercedes Lilienthal creates engaging editorial covering the automotive industry, global travel and experiences tied to it, and inspirational people doing their part to change it. Mercedes uses creativity as a wordsmith to craft unique, carefully curated content (primarily using her own photography).

Mercedes was born to German immigrants who moved to the United States without knowing a word of English. A dual citizen of Germany and the U.S., Mercedes travels the world and competes in automotive rally events as a competitor/media. She's partnered with automakers like Volkswagen of America, Subaru of America, and Jeep. She successfully piloted an all-electric crossover 1,400 miles across a barren desert with her co-driver, a map, and compass. With her husband as the driver, Mercedes navigated their 1991 diesel Pajero to the Arctic Ocean and back in temps to -43 degrees Celsius during a 10-day, 8,000-plus-kilometer road rally, and more. Mercedes expects the unexpected. She documents each experience along the way.

MARK RICHARDSON

Mark Richardson writes about cars and motorcycles for *The Globe and Mail*, and is the former editor of the *Toronto Star's Wheels* section. He loves a good road trip, and has written books about riding and driving across North America: In 2004, he retraced the route of Robert Pirsig to San Francisco in Zen and the Art of Motorcycle Maintenance, and in 2012, he drove the length of the Trans-Canada Highway to celebrate its 50th anniversary. It was first opened to Canadian drivers on the same day he was born, which kind of made the road trip a done deal.

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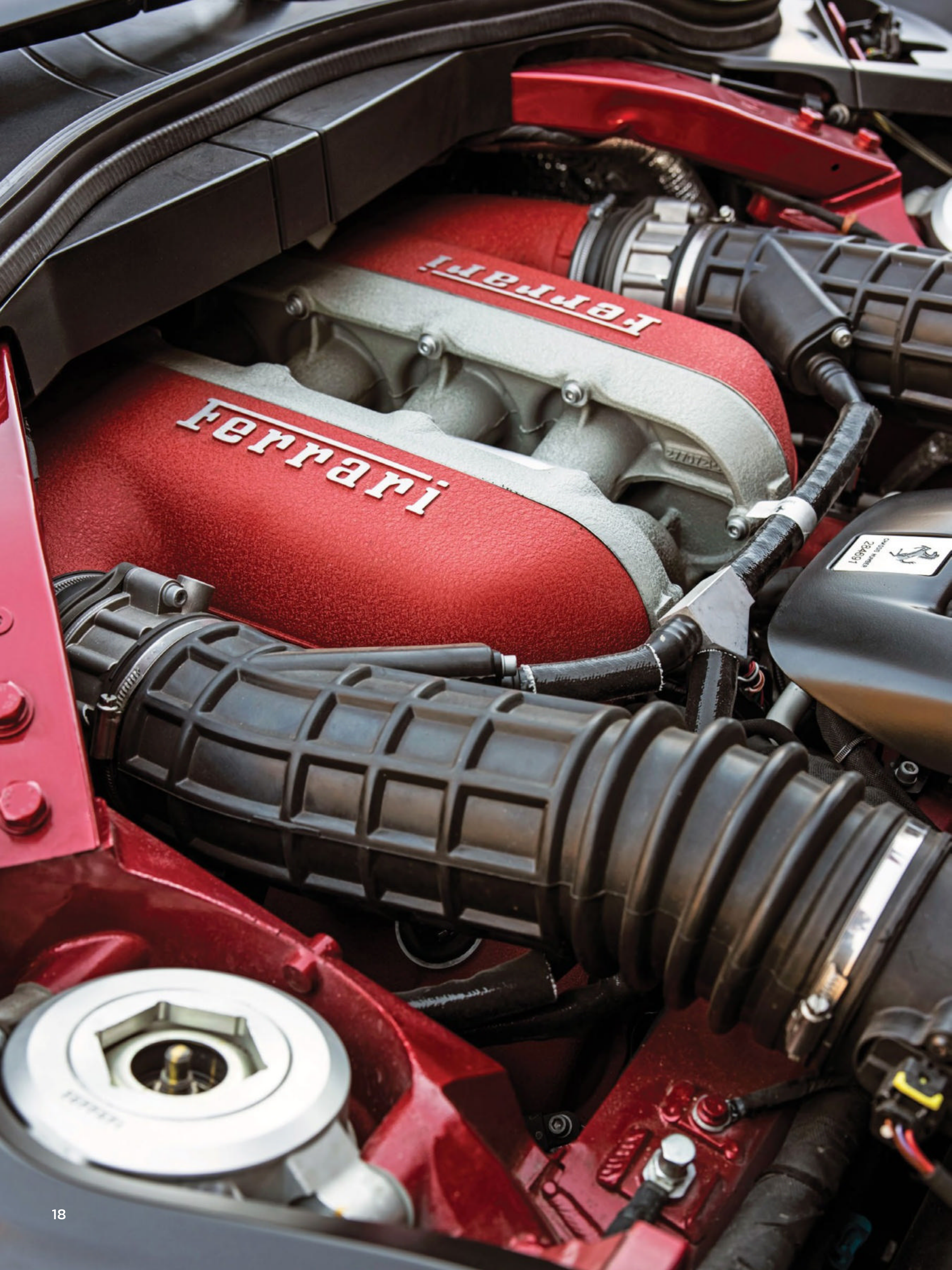
2024 FERRARI PUROSANGUE

ALL-SEASON GRAND-TOURER PAR EXCELLENCE

Story | Mark Hacking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Let's get one thing straight: Every new Ferrari, regardless of how well it performs in relation to the competition or how rare it may be, is an automatic best-seller. If you're not already in good with the fine people at Maranello, you're not going to get your name in their order book. You've got a greater chance of a) dating Taylor Swift and then b) forging a long-term relationship with Taylor Swift.

So the 2024 Ferrari Purosangue, the first-ever four-door/four-seater in Ferrari history, has landed… but it's already sold out. You may be able to score a pre-loved example at some point down the road. Maybe. In the meantime, you can dare to dream about owning this mechanically masterful vehicle, which is more of a high-riding GT than SUV.

Side note: Ferrari doesn't want anyone calling the Purosangue an SUV and, in fact, the representatives take great pains in not using the term during the technical brief. It's a fair point. While competitors played it safe and went for the classic tall and boxy shape (like the Bentayga), or the tall and couple-like shape (like the Urus), the design centre created something altogether different.

The Purosangue looks like a high-riding concept car brought to life. As this article was being written, the Ferrari was declared the winner of the prestigious Car Design Award, which was announced as part of Milan Design Week. The jurors' concluding statement: "Unmistakably a Ferrari, it stands out from all of the other high-end cars of similar dimensions."

It's true. In person, the exterior shell of the Purosangue appears to be floating on top of the lower part of the car, which is coloured in black gloss from the wheel arches on down. This design makes the Ferrari appear sleeker, narrower and more compact. The plethora of air ducts, engineered for cooling and for downforce, further emphasize the slick contours.

Meanwhile, under its sleek design, the Purosangue is powered by a naturally aspirated 6.5-litre V-12 engine (715 hp; 528 lb-ft), another surprising decision given the times we live in. Ferrari itself has some incredible hybrids in the fleet—like the 296 and the SF90—so bringing electrification to the Purosangue seemed an obvious decision. But there's nothing all that obvious about this Ferrari.

The V-12 is mounted towards the middle of the car and an eight-speed dual-clutch transaxle is mounted at the back, helping to ensure a near-optimal 49:51 weight distribution. The engine is calibrated to deliver 80 percent of maximum

torque at just 2,100 rpm so the Purosangue is easy to drive around town. But this same engine also has an 8,250-rpm redline, so it's equally capable of screaming down the nearest unlimited speed stretch of road. The transmission is calibrated for quick shifts and top gear is reserved for cruising. The 100 km/h mark appears in just 3.3 seconds, while top speed is a riotous 310 km/h.

The Purosangue also comes equipped with all-wheel drive, an active suspension system, four-wheel steering, torque vectoring for the front axle and an e-differential for the rear axle. All of these technological advances give the Ferrari the genuine feel of, yes, a high-riding GT car. It's capable of darting in and out of traffic, carving the most treacherous of turns on a snow-struck mountain pass or rocketing across the continent in complete comfort.

The passenger cabin represents another big swing by Ferrari and the results are spectacular. The design brief was to give rear-seat passengers a legitimate space to call their own without making the Purosangue too large and unwieldy. So the designers landed on forward-opening rear doors affixed to the car through single rear hinges, sometimes called suicide doors or coach doors. These doors open wide to make it easy for passengers to access the rear seats, which offer a surprising amount of legroom and support overall.

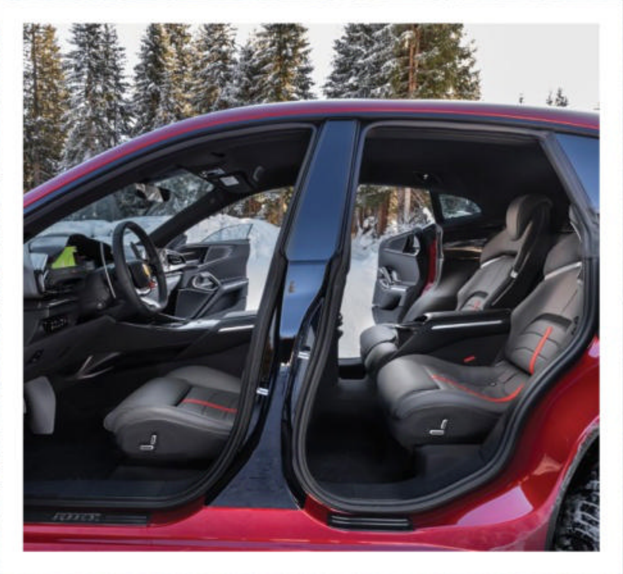
In fact, all of the seats are incredibly comfortable. The front seats are adjustable via a dial in the centre console, all four seats are heated, and the

Doin' It Right
Daft Punk feat. Panda Bear
LECTURE
Purosangue

rear seats recline. The seats in the back also fold flat to increase cargo carrying capacity; even with the seats up, the Purosangue has the largest cargo area of any Ferrari in history. Optional racks for skis or bicycles make this Ferrari even more versatile.

Inspired by Formula One racing, the steering wheel holds a vast array of dials, switches and controls. Not all of them are intuitive and it takes some time to learn what's going on. But the one switch that's most important, the *manettino*, is easy enough to operate: click to select one of the five driving modes from restful to all-out attack, push to choose from three different suspension settings from sofa soft to razor sharp.

From start to finish, the Ferrari Purosangue is the kind of vehicle that makes the genuine car lover smile. It's fast enough to get your heart pounding, spacious enough to share the experience with three of your closest friends or family members. That's a win-win in my book. If you're fortunate enough to be on Ferrari's preferred client list, you should definitely put the 2024 Ferrari Purosangue on your shopping list.



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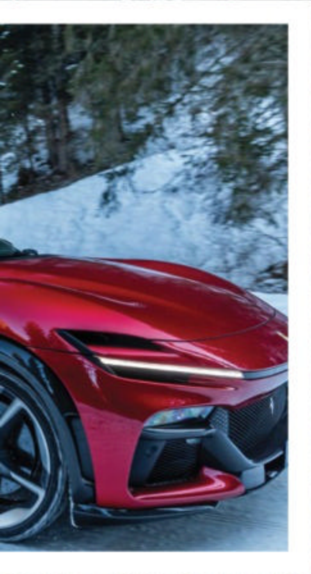

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THE SCOTTISH HIGHLANDS

HIKES, HISTORY, HAGGIS AND HAAR

Story Steven Bochenek | Photography Steven Bochenek and VisitScotland

Technically the word "Highlands" shouldn't be capitalized unless talking about the council area. But Scotland's famously heathery hills, crags and mountains evoke such emotion, we'll break the rule. History buffs and lovers of romantic TV programs from Outlander to Hamish Macbeth stifle the more famous sites during tourist season. So what! The Highlands tumble across over 25,000 square kilometres. Hikers can visit dozens of times and never tread the same path twice.

Recently for 3 ½ days, I visited and explored the Highlands solo around the town of Aberfeldy, Perthshire.

DAY 1: "Burn" is a Scots noun for a biggish stream. Around 1:30, I arrived later than expected at the burnside cottage belonging to my wife's relatives (thank you!). After a wrong turn at Perth, I ended up following a longer, slower route supplied by phone. I sat briefly and listened to the burn burble opposite the neatly trimmed Aberfeldy Golf Club.

Ahh, exhale and destress. Why?

1. Most Highland roads are narrow, hilly and regularly bending. Imagine a state of constant beauty-drenched surprise. 2. Many roads are flanked by thick stone walls inches from the curb. An ill-timed sneeze could remove the mirror from your door. So, add a touch of disquiet to that constant beauty. 3. All roads require you to drive on the opposite side and 18-wheelers literally driving lambs to slaughter abound. 4. So, imagine a state of constant surprise, edged with generous lashings of anxiety. Arriving 45 minutes later than planned, I was ready for a calming sit.

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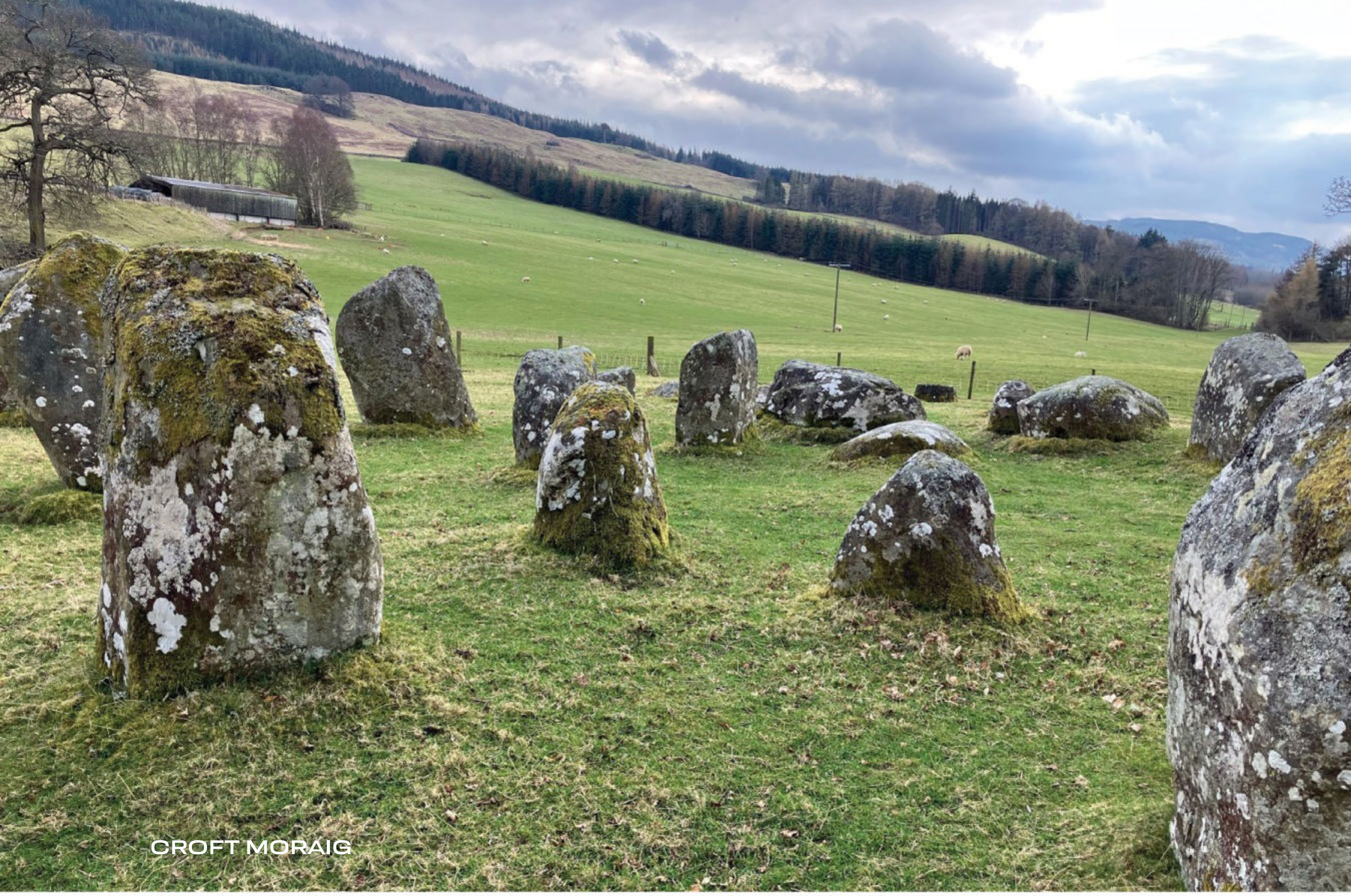
BURNSIDE COTTAGE

Then a walk. I spent the afternoon exploring Aberfeldy, plus its gentler hillside hikes and lazy riverside paths. The early spring sun overcame the clouds and it was a joy to simply stroll, then sit, read and doze on a public bench beside the historic stone bridge bordering town.

An impressive hunk of architecture, Wade's Bridge dates back almost 300 years, yet still relevantly fits into the local highway system. Constructed to ease the movement of armies against the Jacobite Rebellion, today the bridge regulates drivers to one lane at a time with timed traffic lights.

The evening's entertainment included a visit to the local pub on the town square, then the tiny Turkish


CROFT MORAIG

restaurant eccentrically tucked behind fancier public buildings.

After 3 months of Edinburgh living, it was a delight to pay country prices.

Speyside whiskies are mellower than those peaty west coast ones celebrated by whisky bros. The local whisky, Dewars (pronounced closer to doers than da wars) smoothly blended with the mellow pub scene, where big old dogs sleepily spilled out from beneath their masters' tables.

Next, I could bring my own inexpensive but delightfully tart Italian wine 100 metres over to the Turkish resto. It blended delightfully with the fiery and filling peri-peri chicken. Time for bed and a long sleep.

DAY 2: began sunny and would've been perfect for bagging a Munro. Translation? To bag a Munro means to successfully summit one of Scotland's 282 mountains that peak higher than 3,000 feet (914.4 metres) above sea level.

Doesn't sound so high? Try bagging one.

Scotland's as far north as Hudson's Bay and you're never more than 65 km from the sea. Weather at any altitude can turn on a shilling.

All moot points: I awoke to an unexpected heap of red-hot work in my inbox, on what was to be a day off. Alas. We'd all prefer to make hay while it rains but, well, you gotta eat. No bagging for Bochenek.

Instead, I got to spend much of the afternoon prehistoric site seeing.

Unearthed the year I was born but dating back to 2,000 years before the Romans invaded Britain, Croft Moraig is a stone circle 20 metres from the road, four miles from Aberfeldy. There's parking for enough for a few cars beside the mailboxes. Access is free. They just ask that you close the gate after you, so the sheep don't wander off the local farm.

The stones reach from about waist-high to just over my head. It's more like two and a half incomplete circles than one perfect O, plus remnants of a couple of graves. Oh, but that's enough to get the Spinal Tap soundtrack stuck between your ears for hours.

Later, climbing the hill path past the lovely Acharn falls, you can see the Munro I would've attempted that morning. Peeking out from between the clouds, Beinn Glhas (pronounced "ben glass") still sported a few deposits of snow. I vowed to bag it next day. For now, though, more prehistory up the big hump.

20 minutes after passing a plunging burn, I arrived at the far less well-preserved leftovers of a stone circle so underreported it doesn't even have a Wiki page yet. A few lines of spaced rock extend from the perimeter of the circle. Here on the ground it's hard to discern, but it may look like a smaller, fainter version of Callanish, one of prehistoric Scotland's greatest and hardest to reach treasures. Callanish's shape from 200 feet overhead is that of a pregnant line drawing a la bathroom signs. Stonehenge, eat your heart out!

Acharn's rocky remnants are divided by a weirdly precise cleft in the hill, splitting the circle in half. There's no gift shop guidebook or even a Historic Scotland plaque to explain. Nonetheless, the Spinal Tap soundtrack between the ears ascends to eleven.

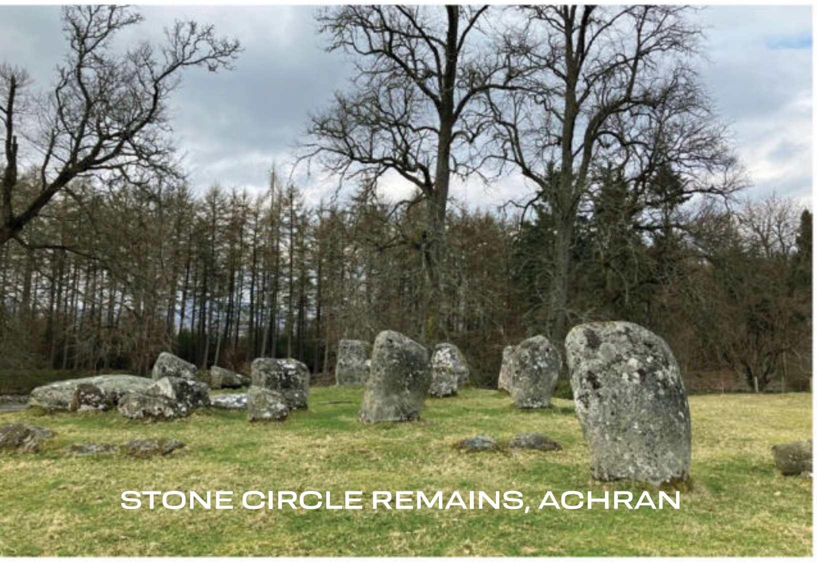
Next: the eccentricity of the One Percent during the Age of Enlightenment! Just five minutes down the path.

Did you know that it was de rigeur for fancy 18th-century landowners to construct a hermitage, aka a hermit's cave-home, on their property? Really. And the coolest lords employed hermits to dwell in them. Stupid? Yes. As stupid as NFTs? Maybe not.

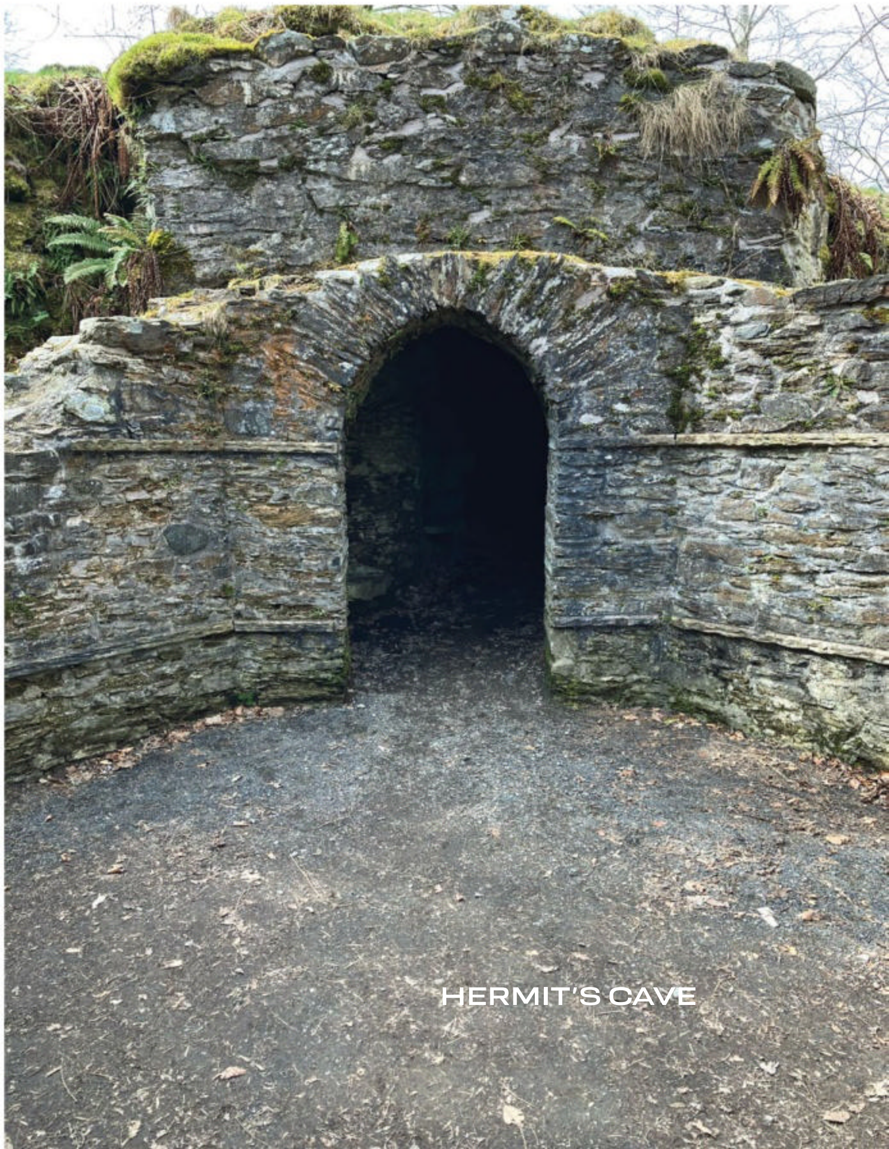
The Acharn hermitage cave is a T-shaped set of tunnels. (Watch your head; watch your step.) Its centre exits onto a million-dollar view of the dramatic Acharn plunging falls. Just below, the tourism board erected a bridge for hikers to take in even more gob-dropping vistas.

Back at the foot of the hill near the car, I met a couple of locals tinkering with an old Land Rover. They've never heard of the stone circle — it's not even 2 km up there! — but recommend the falls for a pleasant walk.

DAY 3: Haar is a Scots word for a thick cloud that descends onto coastal ground, sometimes for days, and makes you worry that a werewolf's about


STONE CIRCLE REMAINS, ACHRAN

HERMITS CAVE


HERMIT'S CAVE

THE BIRKS OF ABERFELDY

MUNRO SUMMIT

ABERFELDY

to jump out and gobble your throat. This morning, I awoke to see Aberfeldy's golf course mired in mist thick enough to imitate complete retinal detachments then thought, I don't care how long this haar sets in, I'm bagging a Munro today! Here's how.

It's only a 33 km drive from Aberfeldy to the nature preserve parking lot where the path to Beinn Glhas kicks off. First though: see above re: Highland roads. Now add spiking anxiety from the numerous signs about Big Brother speed cameras threatening hefty fines. The drive was a nervy 40 misty minutes, not some peaceful country tootle.

You must pay £3 to park, even if yours is the only car in the lot or, for that matter, the only car you've seen in ten miles. On the bright side, I did get the best spot!

Even in the haar, the wide, well-demarcated path was easy — and necessary for safety — to follow. Speaking of which: usually when hiking the Highlands, the views get better the higher you venture. This foggy day, however? Well let's just say, there was little chance of dying from vertigo.

Mind, the experience of the climb was satisfyingly physical. Imagine a stair climbing machine that's never consistent between strides yet slippery when wet. Now imagine it for three hours going upwards (whoops, don't slip; there's no one around to help, and a crisis in National Health services anyway) and two more hours coming back down.

All the while, it's like your squinting at the snowy reception on an old TV screen. For an hour, each hill disappoints when crested, showing yet another steep scramble to the top. Then that's not the end, just another crest. But finally, we did make the summit and the slippery hike back down safely.

Munro bagged? Check! The Canadian Travel Photography Honours Award for 2023? Not so much.

Nonetheless, it was a hearty workout. The noise from the engine on the drive back was overpowered by my stomach's cacophonous borborygmi. This final evening solo in the Highlands, I bought a deep fried, vein-clotting haggis supper from Aberfeldy's local chippy — every town has one — and washed it down with cold lager, then slept like the dead. V

RITZ RECIPES

VICARIOUS has partnered with The Ritz-Carlton, Toronto to bring you some of their favourite recipes with each issue. Try these for yourself and enjoy the pleasure of fine dining in the cozy confines of your own home or home on the road.

EPOCH Bar & Kitchen Terrace proudly serves produce-forward cuisine guided by the seasonal offering of our local purveyors. We nod to the food and beverage trends of the past and reimagine them. We are inspired by the gastropub movement that shook the culinary world in the 90s. Our concept redefines pub culture and pays homage to innovative international dining.

Our cocktails respect a notable past full of tradition, but with modern interpretations. We are inspired by the storytelling around us – from the vibrant film industry to the ultimate storyteller, Mother Nature. We tell these exceptional tales through creative mixology.

It's about time… let's live it!

EARTH-TO-TABLE FARE

Helming the kitchen at EPOCH Bar & Kitchen Terrace, Chef Jeff Crump is a Canadian slow-food pioneer and founder of Earth to Table Organic Farm and Earth to Table Bread Bar. Crump has authored two cookbooks based on the 'eat local' concept.

The EPOCH Bar & Kitchen Terrace menu is a culinary homage to our Chef's earth-to-table philosophy, and his roots in the UK Gastrobar scene at The Fat Duck and the Hind's Head. Thoughtfully-sourced ingredients and an emphasis on seasonality is of paramount importance to his menu concepts. Chef Crump's cuisine can be described as approachable and seasonally inspired.

ROASTED EGGPLANT WITH MISO AND GREEN PEPPERS

Eggplant is versatile and nutritious with a strikingly beautiful appearance. Its ability to absorb other flavours and seasonings makes it a favourite ingredient among chefs and home cooks alike. In keeping with the fusion menus at EPOCH Bar and Kitchen Terrace, situated in the luxurious Ritz-Carlton, Toronto, Chef Jeff Crump has incorporated it into an Asian-inspired dish, bringing the unique flavour and texture of eggplant and miso to life.

We invite you to savour every bite as it tantalizes your taste buds and transports you to a world of culinary bliss.

INGREDIENTS

2 medium Italian eggplants

3 tablespoons (45mL) canola oil

1/3 cup (75mL) white miso paste

1 tablespoon (15mL) sugar

2 tablespoons (30mL) water

1 medium green bell pepper, seeded and cut into 10 lengthwise slices

Kosher salt and freshly ground pepper

3 tablespoons (45mL) chopped fresh cilantro, for garnish

1 or 2 limes, halved for garnish

DIRECTIONS

- Preheat oven to 400°F (200°C).

- Cut the eggplants in half lengthwise. Score the flesh of each half with deep diagonal criss-cross cuts, making sure not to pierce the skin.

- Heat the canola oil in a medium ovenproof skillet over medium heat. Add the eggplant halves cut side down and fry until the cut side is crispy and golden, about 5 minutes. Remove from the heat.

- In a small bowl, stir together the miso, sugar, and water to make a loose paste. Turn the eggplants over and smear the miso paste over the cut sides. Nestle the green peppers between and around the eggplants. Roast for 30 minutes, or until the eggplants and green peppers are soft.

- Arrange the eggplants and green peppers on a platter and season with salt and pepper. Scatter the cilantro over top and sprinkle with a generous squeeze of lime. Serve immediately.

CORKSCREW

To anyone who appreciates the finer points of taking corners at speed on a race track, the word 'Corkscrew' means only one thing; turns 7, 8 and 8a at WeatherTech Raceway Laguna Seca. It's iconic. Get it right and you will be smiling for a least the next 1:27.62 seconds as your work your way back for another go around should you happen to be driving a McLaren Senna, the current record holder.

Of course, there is an equally compelling use of the word corkscrew that evokes a sense of surprise and delight as you anticipate the simple joy found in a fine glass of wine or spirits. While it may be a different pleasure than deftly making it through the famous set of turns located just east of Monterey, California, the pleasure is no less intoxicating. In fact, it is certain to last longer than a perfect lap of the race track. Pablo Kovacs takes us inside the world of wine and spirits with insider knowledge only an expert can share.

ABOUT PABLO KOVACS

Food and wine have always been a big part of Pablo's life. His father, Thomas Kovacs was a chef for Starwood Corp. specializing in opening hotels, so Pablo was fortunate enough to grow up and live all over the world and experience many different cultures and cuisines. 25 years of hospitality experience, doing everything from cooking in award-winning kitchens to running beverage programs for multi-unit restaurant companies, have all had a part in shaping how Pablo treats and cherishes his relationships with his clients. Pablo believes that wine has a unique trait – it brings people together. Special bottles are rarely enjoyed alone, and ever since wine was first produced it has always been a conduit for conversation, good company, and celebration.

Besides wine Pablo has a deep passion for fine automobiles and the football team of his alma mater, The University of Washington. Having spent some time working with Singer Vehicle Design in Los Angeles has only made it worse and he's on the hunt for his own 'barn find' so he can get to work on his own restoration. Currently Pablo is a Senior Wine Advisor for Harper's Club and in his spare time he enjoys rounds of golf, local gatherings of Cars & Coffee and spending time with his wife Megan, his two children Skylar and Clayton, and their Border Terrier Scout.

LONG LIVE TEMPRANILLO

Bodegas Emilio Moro could not have a better reputation. It's just bonkers good juice. These wines always over-deliver. Wines from 125-year-old vines of Tempranillo for $40? Add in their background of philanthropy focused especially on disabled children. Bodegas Emilio Moro was one of the first wineries to have a braille translation on every wine label. It's an amazing place and all of you should visit. I can't get over how Spanish wines of phenomenal quality continue to be of such value.

Bodegas Emilio Moro 2019 'Malleolus'
100% Tempranillo, Ribera del Duero, Spain

I've given up the big, heavy reds. Can't do it anymore. I'm not the man I used to be. Enter Tempranillo. Robust enough to scratch that itch and yet surprisingly medium bodied with a burst of freshness and acid. BRILLIANT with any food. So versatile and delicious I could go on and on. The 2019 Malleolus was highly rated across the board and the wine lives up to that hype. For this tasting, I opened the bottle, put my kids to bed, 20 min later I poured a glass. Throw it in a decanter to speed it up a bit. Don't be gentle for younger vintages, give it a good hard swirl. Sandalwood, vanilla, tobacco and leather. Ripe luscious plums and sage. Perfect for any meal, anyone that likes wine will love this. I'm sure you can tell that I hated it.

A bottle of this shouldn't be too hard to find. Expect to pay $40-$60 for this retail. A massive bargain.

RETURN OF RUSSIAN RIVER

The fires over the past 10 years in the Santa Rosa region of northern California have been devastating. The Sonoma Complex fires of 2017 killed 24 people and left over 100,000 displaced. 5,300 homes were lost. Natalie and Vinnie Clurizo are the owners of Russian River Brewing in Santa Rosa, CA. The Clurizo's were part of evacuations in the area. Apparently, the fire came within a mile of the brewery. Little did they know that 2017 was only a peak into what was in store in 2019. It's been a rough past 7 years in the Russian River Valley. Nevertheless, they persevered. Immediately after the 2017 fires Natalie and Vinnie established a charity that benefits the displaced people from those fires. Breweries around the country brew a version of 'Sonoma Pride' and all proceeds from the sales of that beer go to their foundation. Champions of their community and just solid folks that deserve all of the support in the world.

Russian River Brewing 'Mind Circus
Hazy IPA, Santa Rosa, CA
7% ABV

If you haven't had the beers of Russian River Brewing, well, you're missing out! Icons of the northern California craft beer scene going back decades. The list of world-class beers they produce is long so let's just talk about the 'Mind Circus' Hazy IPA. To be perfectly candid, an IPA would probably be the last thing I typically order. Too heavy, gassy, strong. This offering however is so, so delicious. It's 7% so it's no slouch but it is beautifully balanced and fresh. They add some oat to the mash bill to give it a softer mouthfeel. I've just been waiting to use that word.

You still have to visit the brewery to get some of the low volume stuff, but you can't go wrong with anything.

MICROBREWED
SONOMA COUNTY
RUSSIAN RIVER
BREWING COMPANY

VICARIOUS/

AUTO / MOTO / TRAVEL

"It doesn't cost any more to make something pretty."
Sir William Lyons | Jaguar Cars Founder

LOCATION: THE BONAIGUA PASS
ALTITUDE: 2,072 METRES
VEHICLE: 2024 JAGUAR F-TYPE R 75

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THE ART OF TECHNOLOGY

GAEL BUZYN– SENIOR DESIGN DIRECTOR AUDI AG

Story | Dan Heyman

We love concept cars. Ever since the automobile was a thing, concept cars stirred our emotions in a number of ways; we liked looking at them, we liked sitting in them if we could and while we probably were never going to actually own one, it was a nice thought, wasn't it? Plus, there was always a chance that some of the cool stuff seen on a concept – a wheel design, a headlight shape perhaps, a colour – would make its way to a car that we could actually buy.

After all, that was the goal of a concept: to show what could be done, or to plant a seed of an idea that hopefully would rest comfortably in a buyer's subconscious, popping out once they carried themselves across the dealer's threshold.

Today, though, thanks to various advances in styling and material usage – not to mention the proliferation of EV platforms – production cars are coming closer to their concepts than ever before. Which brings us to the Audi "Sphere" line of concept vehicles, whose goal it is to illustrate the brand's vision of what it calls "progressive luxury". More specifically, Audi believes that going forward, cars will be designed from the inside out, ensuring that the occupants are happy first and foremost, and the rest of the car will follow.

We visited Goya Studios in Hollywood for an up-close and personal look at the latest addition to the Sphere series: the Activesphere concept. Audi's calling it a "crossover", but there's so

much more going on than that, namely in the form of the "active back" rear deck, which functions as a futuristic pickup bed that looks like a cross between what you might see on a Hyundai Santa Cruz and an Australian 'Ute, that is to say a car-based pickup. The Activesphere is the fourth model to join the Sphere line-up after the sleek Skysphere roadster, the Grandsphere sedan and the boxy Urbansphere people mover.

Perhaps more tellingly, the Activesphere came from Audi's Design Loft studio in Malibu, CA – about 50 km away from where we were standing -- a studio whose designs aim to reflect the lifestyle of the surrounding area, one that is peppered with unique architecture, beaches and mountains, and whose inhabitants are active extreme skiers, mountain bikers and so on.

But this is Malibu, and as much as we may think of those activities, boulevards frequented by sleek luxury cars and SUVs are not far behind.

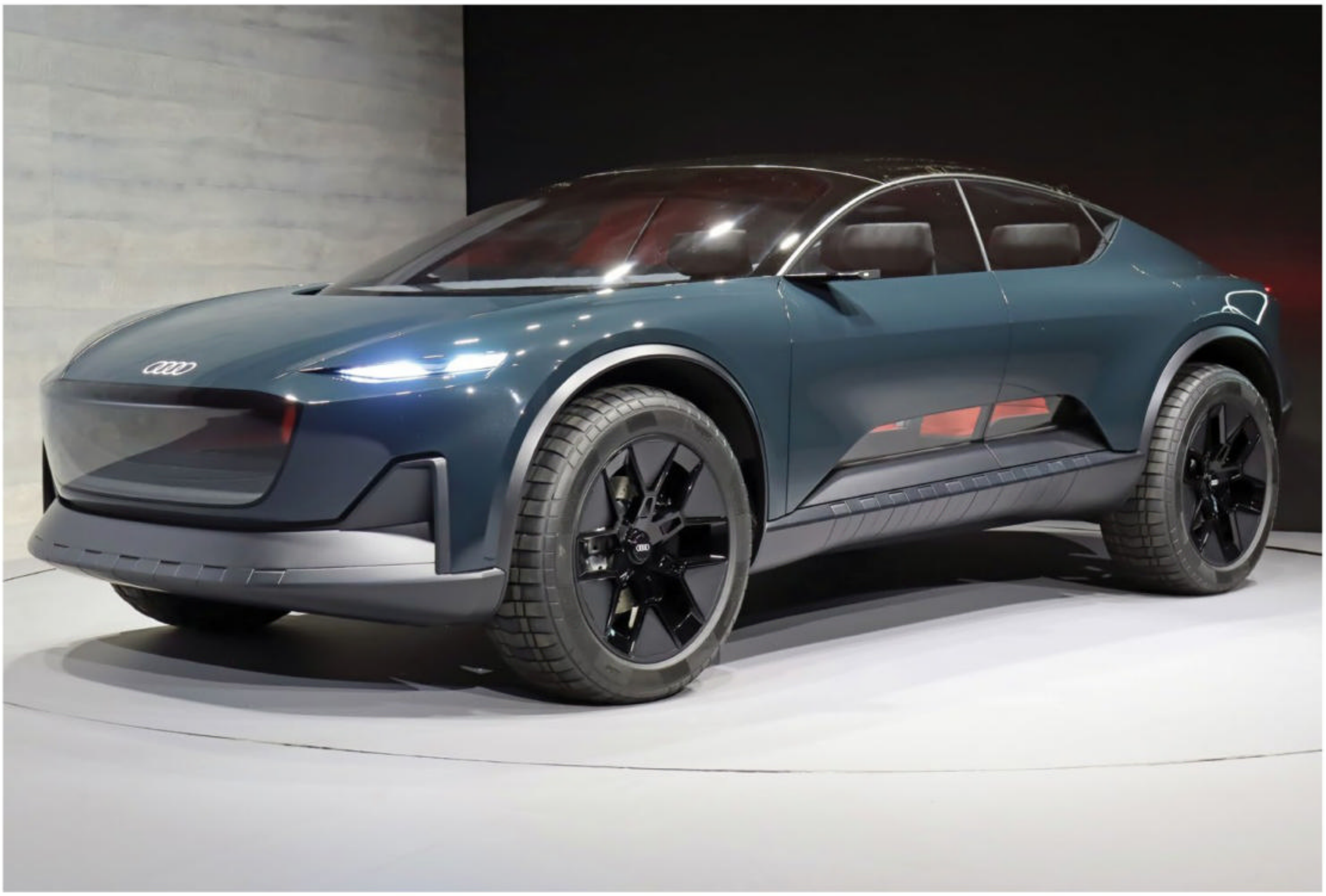
"The Activesphere is a new type of crossover," said Gael Buzyn, Senior Design Director at Audi AG. "It combines the sleek look, the elegance and the style of a sports sedan, but also the practicality of an SUV." Due to its max ground clearance of 208 millimetres and off-road tires (fitted with massive 22-inch rims because according to Buzyn, designers love their big wheels), the Activesphere is capable off the beaten path as well.

"We were able to do (the Activesphere's) shape we wanted," he said. "The sketch of the design was translated to the real car. This is not often the case."

More than just calling it a "crossover" and being done with it, Audi has gone further and called it a "dual personality" vehicle. You have the lower half with all its ruggedness, then the upper half with its elegant and sophisticated design that looks a little like an Audi S5 Sportback if you really squint. You may think that it's crazy talk to style a vehicle like this, but one look at the off-road versions of various sports and supercars making their way out of the woodwork these days – the Porsche 911 Dakar and Lamborghini Huracàn Serrato (see page 42) come immediately to mind – and you can see why Audi has gone this route.

Plus, uniqueness is key these days.

"it's competitive out there," said Buzyn. "So you have to find really good ideas."



For Audi, those ideas start in the studio and like the Activesphere, Design Loft is a new take on how Audi is going about its business. Located where it is in Malibu, Design Loft is unlike your typical vehicle design studio in that there just isn't any space for traditional clay models. As a result, everything there is designed and modeled digitally.

Buzyn again: "We are a little bit of a skunkworks. We come up with the idea, we do a quick model with all the tech (and) we even think of where it should be presented. Then, we take it to Audi leadership (in Germany)." It's a freedom that isn't so common in this world and it's that kind of mindset that has allowed the type of free thinking that manifests itself in products like the Activesphere.

All this before we even start discussing the interior, which, as stated before, is where it all starts.

True to form, Buzyn said it is the EV platform on which the Activesphere is based that allowed his team to design an interior that features elements like reverse-hinged door access, a complete dearth of digital displays and – here's the really cool part – a steering wheel that literally disappears from view.

"The components of an EV powertrain are more compact, so you've got new technology that allows you to be more expressive." Indeed, without a big engine up front or a driveshaft running beneath you, there's room to allow the steering column to retract and the wheel to stowaway, because the Activesphere is designed as an autonomous vehicle. No steering wheel or transmission, of course, means a cockpit that's wide open and lounge-like. Indeed, sitting inside the Activesphere and watching that wheel telescope away from you is a sight to behold, as is the way the rear deck expands and contracts, to be able to haul larger items.

Another big absence from the interior is that of any form of what we'd colloquially call an infotainment display. And there's a good reason for that.

"(Screens) are really difficult to design around," said Buzyn. "It's a big square in front of you. So how do you do something nice?"

Well, for starters, you delete it. Don't think for a second, however, that there's no form of digitization in the cockpit. There is lots; you just can't see it unless you strap on a pair of augmented reality goggles. Then, the interior of the Activesphere is transformed; a look in the direction of the climate vent brings up your climate controls, a glance at a speaker brings up your audio controls and so on. When navigating, your map appears right there in front of you, with notable waypoints along the way, where your friend might be if you were in a convoy and so on. It's one part Minority Report, one part virtual reality and all parts very, very cool.

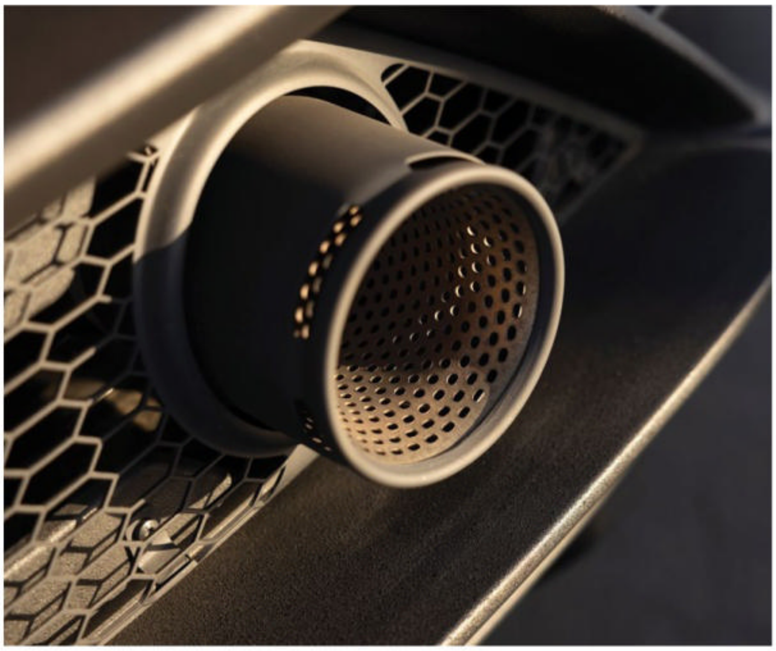
While you may wonder how a designer – someone who's used to creating bespoke shapes both outside and inside a car – would feel about an interior mostly bereft of that kind of detailing, Buzyn says that finding ways to build an interior with surfaces on which AR images can be displayed was an art in itself. "Form follows function, form is function and now function follows form," he maintains.

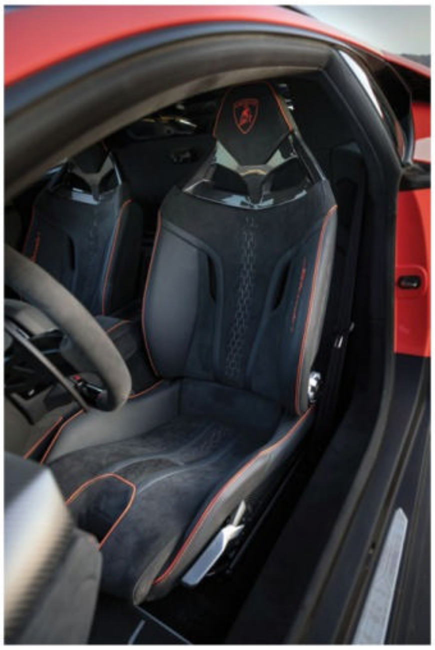
It all points to the fact that design remains at the forefront of the automotive world. Even with more and more attention being paid to aerodynamics (often inextricably linked to design anyway), how techy we can make our car interiors and how to get our best mileage out of our EV powertrains, we want our cars to have a look and feel, and designers like Buzyn and his team are here to provide us with just that.

ROAD TEST

2024 LAMBORGHINI HURACÁN STERRATO

Story | Dan Heyman





The Lamborghini Huracán Sterrato is the culmination of a series of one-off teases and concepts that Lamborghini has been dangling in front of enthusiasts for a few years – a high(er) riding, knobby-tired and off-road ready take on the car that's helped Lamborghini increase its market share by leaps and bounds over the last few years.

Of course, another vehicle that has been helping in that cause is the Urus SUV. Coupling the knowledge gained in developing that – much of the Urus' team pivoted to the Sterrato ("dirt road") -- with a successful mid-engined supercar platform like the Huracán has culminated in a supercar-slash-buggy that has the chops to obliterate both the warm tarmac at the Chuckwalla raceway in central California, and the desert that surrounds it.

To enable it to do so, Lamborghini has engineered the suspension to provide 25 percent more wheel travel up front and 35 percent at the rear, softened the dampers and lengthened the springs and added extra underbody protection. Now, you're looking at just under seven inches of ground clearance. Add a set of Bridgestone Dueler A/T tires wrapping special 19" wheels (and all surrounded by the requisite fender flares) and it points to the Sterrato being much more than smoke and mirrors.

While you might think this means a whole lot more added weight, that only totals about 10 kilos, and there's a good reason why. You see, the Sterrato has been built not to conquer ultra-choppy off-road trails, but more fast fine gravel and sand. As a result, chief technical officer Rouven Mohr and his team didn't have to add a load of heavy chassis mods to make the Sterrato excel in its intended environment.

Power from the 5.2-litre V10 is rated at 602 horsepower and 413 pound-feet of torque, enough to have the Sterrato grab you and slam you into the seatback whether on the track or the trail, but this particular Lambo is about so much more than that.

Lamborghini has recalibrated the perfectly-named Lamborghini Dinamica Veicolo system that decides which axle gets the most torque. They made it so that with lighter throttle inputs, more power is sent rearwards to get the tail swinging, then bumps it forwards to help control the drift. The result is a mid-engined supercar that is a masterclass on just how far you can take the platform. It's a riot.

DRIVING THE BONAIGUA PASS

2024 JAGUAR F-TYPE COUPE

Story | Mark Richardson

You know the roads. The ones that look like pasta folded back and forth on a plate, wiggling up and down mountainsides, every turn a hairpin bend.

Drivers love these roads. The Stelvio Pass in Italy. The Grossglockner Pass in Austria. The TransFagarascan Highway in Romania. They seek them out with sports cars and motorcycles, cursing the tour buses that swing wide around the turns, praising the slowpokes who veer onto the pull-outs to let others pass. On such journeys, these roads themselves are the destination.

> The Bonaigua Pass in northern Spain is also just such a road, threading through the Pyrenees from Andorra up to the ski areas of Baqueira and Beret.

Cyclists love it because it peaks at just over 2,000 metres but they stayed away on the day I drove through, when the temperature at the top dropped below freezing and snow whipped in the wind.

I had no idea the switchbacks were coming.

I was driving from Barcelona with my friend and Vicarious contributor Brendan McAleer in a Jaguar F-Type coupe – the 75th Anniversary car that will be the last gas-powered sports car Jaguar will ever make before switching to all-electric vehicles in 2025. Whenever we'd pass through a tunnel, I'd flick the paddle shifters down a couple of gears and stomp on the throttle and the crackle of the exhaust would reverberate off the damp rock walls. Even so, I drove fairly sedately along the curving valley roads to a pleasant lunch.

Brendan took the wheel after we'd eaten and he drove a little more briskly toward the snow-capped mountains. After a while, we caught up to another of the Jaguars at this press event and I asked Brendan to stay close behind so I could film the car ahead with my iPhone. We had the more powerful F-Type – the R version that makes 575 horsepower and pulls out of the turns with 516 pound-feet of torque – while the convertible in front of us was the 444-horsepower edition. Brendan was happy to oblige.

> The road was almost empty of traffic and we covered ground quickly. Not racing, not wanting to pass, just making the most of two swift vehicles on a well-maintained Spanish mountain highway. I watched the drive from the passenger seat, through the screen of my phone.

The turns became tighter. The car ahead did not slow down. We hung behind but kept up the pace. The turns became very tight indeed and the Jaguar's fat tires squealed a little when they slipped against the asphalt, kept in check by the car's traction control. I struggled to keep the convertible ahead on my iPhone screen. We climbed toward the Bonaigua Pass a step at a time: straight, hard left, straight, hard right, over and over and over again.

HG FT173
HG FT122

JAGUAR

C-28
ESTERRI À. 20
SORT 51

In my mind, I could picture those fabled mountain roads and realized we'd discovered one. When I focused on the shifting and sliding image of the phone's screen, however, the highway seemed less like a string of folded pasta and more like the folded guts inside a human body, and I began to be very aware of what was happening in my own stomach. Brendan was loving the drive, but he glanced over and saw my uncertain expression and recognized it right away.

"You need me to pull over?" he asked.

Yes. Yes, I needed him to pull over. The sooner the better.

A few minutes of fresh alpine air helped considerably. So did not moving for a while. My stomach settled and we continued up to the pass, where skiers were out on the late winter snow.

When we dropped down on the other side, the road twisted again into more hairpins and my stomach twisted with it, but Brendan drove for comfort, not for sport. We continued far more slowly toward our hotel at the half-way point to the Atlantic and I was grateful for the change of pace.

The next day, I swallowed a Gravol and we took to the road again. We could have taken the nearby autopista and shaved a couple of hours from the journey to the Atlantic, but we wanted to stay in the countryside, on narrow roads beside canyon rivers, meandering strips of rural asphalt that were destinations in themselves. It wasn't until we reached Pamplona that we picked up speed on the toll road, hustling to reach the coast at San Sebastian.

It was an 800-kilometre drive through the mountains from the sea to the ocean, in an unforgettable car along memorable roads. Memorable for many reasons. I can't wait to do it again, but next time I'll be sure to keep my eyes on the real road ahead, not on a bouncing phone screen. I can't watch that day's video anyway – at least, not on a full stomach. Road trips are always best when you live in the moment, and especially in northern Spain.

Hotel SABÀTIC

THE BONAIGUA PASS

MOTO
CAMP

THE MOTO SOCIAL

Story Viktor and Samantha Radics | Photography Viktor Radics, Kyle Topping, Erik Jutras

THE MOTO SOCIAL - TORONTO

We never expected that a simple idea like this -- to regularly bring motorcycle riders together in Toronto -- would catch on and turn into a global phenomenon.

In the spring of 2013, Samantha and I set-out to accomplish one thing—to build a stronger sense of community within Toronto's motorcycle scene. We had been working in the motorcycle industry for just over half a decade at this point. Sam was managing a boutique Italian motorcycle dealership and I was selling motorbikes at BMW Toronto. Over that time we discovered a common pain point that we shared with many of our customers: we all wanted a more approachable, more inclusive and more low key social space to meet actually likeminded riders. Most bike meets we checked out were too rowdy and unapproachable and that made it hard to connect. And all we wanted was to find our people. This is when The Moto Social was born.

With our eye set on building community and connecting people, we started hosting monthly meetups in Toronto. Our focus was on creating a chill, local vibe that encouraged people to meet and connect with one another. Fast forward 10 years to today and our genuine approach and mission has given thousands of people, riders, enthusiasts and even those who are just curious an inclusive social

LOVE EVERYONE

space to connect. We grew naturally from being a small, single event series in Toronto, Canada to currently hosting over 150 monthly events per year, in over 25 cities around the globe. Our team has also grown from just the two of us to over 100 passionate and selfless local leaders and organizers. We also host a handful of occasional special events, pop ups and rides – all in the name of helping people make pals.

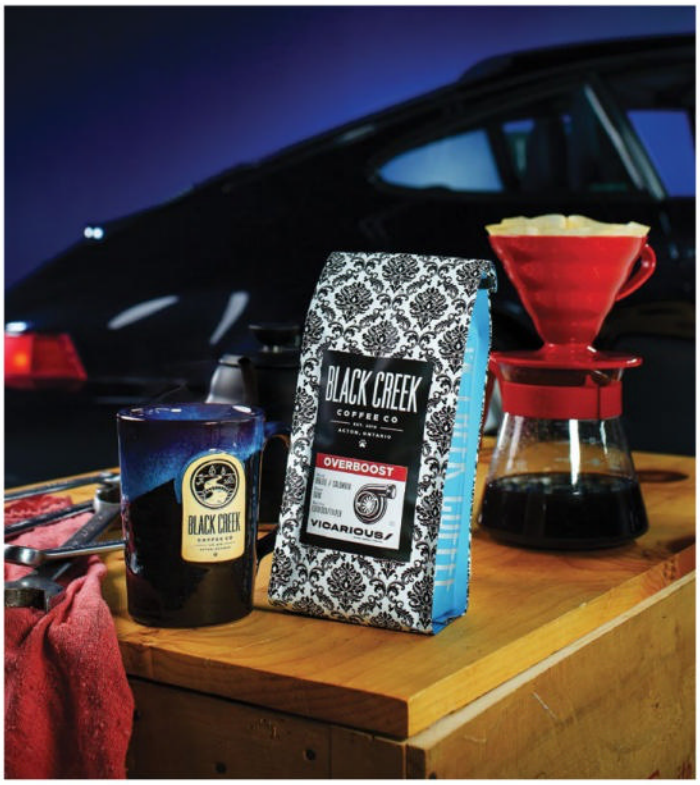
We believe deeply that a positive community and positive connections with others is fundamentally needed for our wellbeing (mentally, physically & spiritually). We're extremely passionate and proud of this inclusive community that we're building, and we really want to keep it going. We've loved getting to know so many people over the past 10 years and we're looking forward to connecting with more over the next 10. We feel like we're still just getting started.

If our story has intrigued you this far and if you'd like to see more, stay tuned for upcoming issues of Vicarious magazine. Our team will be sharing photos and stories from our various monthly events around the globe. From Toronto to Budapest and from Cape Town to San Francisco – you can travel vicariously through our stories (see what I did there) as we show you what the motorcycle community (the people, the bikes, the culture) looks like around the globe. Make sure to subscribe to Vicarious magazine to stay in the loop.

We'll see you beauties in the next issue.

TOWN MOTO
THEMOTOSOCIAL X
Camp

HOW TO MAKE THE PERFECT POUR OVER



There are many different ways to brew coffee, but the humble pour over is arguably the best way to get the perfect cup.

POUR OVER EQUIPMENT

Hario V60
A digital scale
A gooseneck pour over kettle
And some filters

You will also need some freshly roasted Garage Time Fuel Coffee! For a V60 pour over, use a medium grind setting, and around 22 grams of coffee for one large cup (360ml/12floz).

STEP 1 – V60 SET UP

Put your kettle on to boil. Put your V60 on the scale, and a filter in the dripper. Fold the seam of the filter over to make it sit flush. Once the kettle has boiled, rinse the paper with hot water, then discard the water.

STEP 2 – THE BLOOM

Pour in 22g of medium ground coffee. Zero the scale again, it should be all zeros before you start pouring. Your water should still be very hot, but not boiling (200F/95C). Slowly pour the water over the grounds in small circles to make sure you hit all of the dry grounds. Use a ratio of about 3:1 water to coffee, so for 22g of coffee, around 66g of water. You will see bubbles of air and CO2 start to be released, this is when the water hits a dry spot.

STEP 3 – THE MAIN POUR

After 45 seconds all of the bubbles should have stopped and your grounds will be wet. Slowly pour another 150g of water in a smooth circular motion, which is up to about 1cm from the top of the V60. After a minute, repeat this in the other direction until you have added the rest of your water. I aim for a 16.5:1 ratio of coffee to water, so around 360g of water and 22g of coffee. You can alter this ratio to suit your taste, most pour over recipes are at a ratio of 16-17:1.

STEP 4 – DONE!

Usually the process takes around 4 minutes from when you started the timer at the bloom. If you are seeing brew times closer to 2 minutes, you may be grinding too coarse. If you are seeing longer brew times, you may be grinding too fine. Ideally what you want is a fairly flat coffee bed, with the texture of wet sand. If it looks like mud then you are grinding too fine.

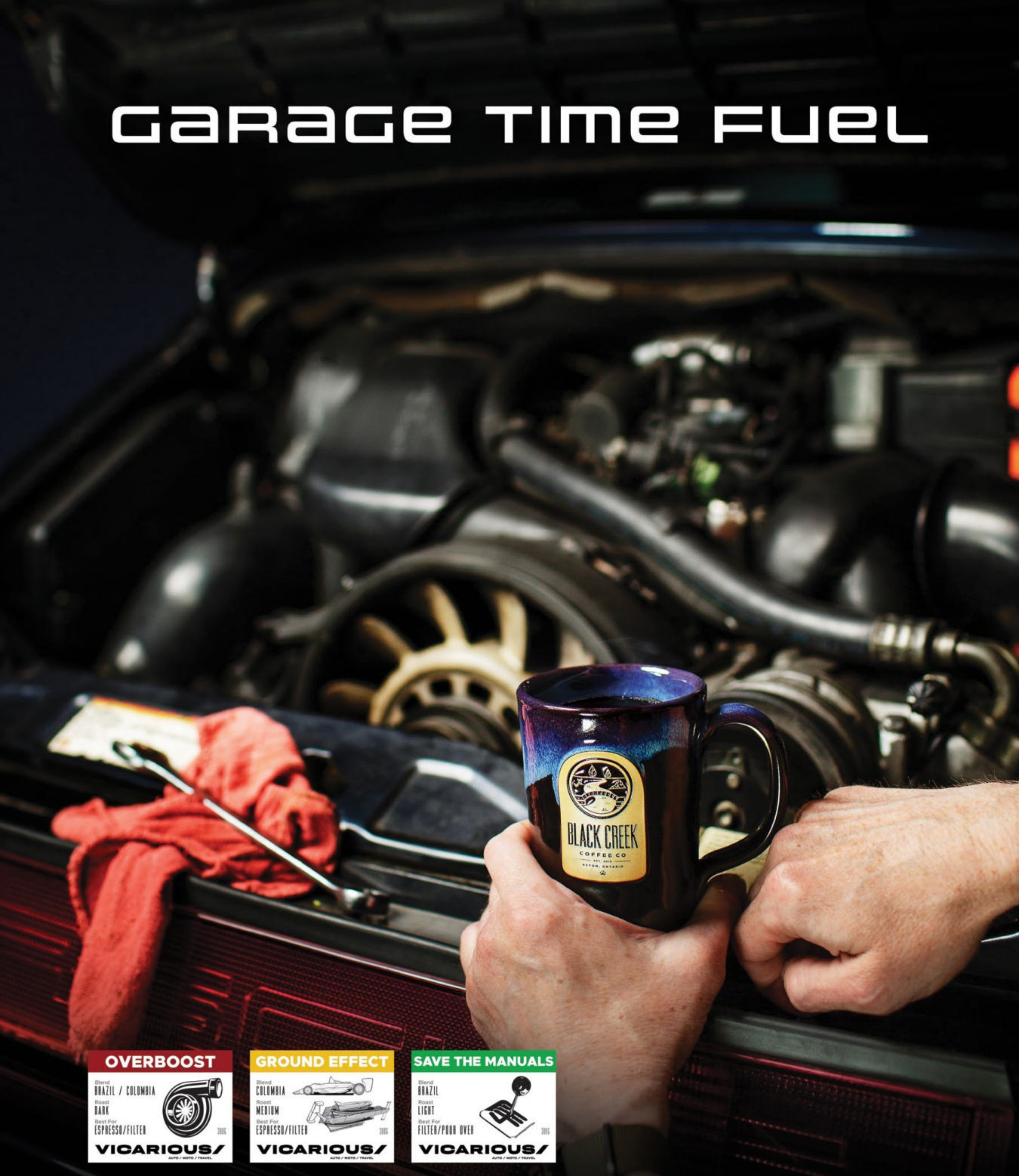
STEP 5 – DRINK!

Dispose of the grinds and filter, and pour your amazingly fresh coffee into your favourite mug, and enjoy!

SUMMARY

The Hario V60 is a simple pour over process that will give you a truly wonderful cup of coffee every time.

BLACK CREEK
COFFEE CO
EST. 2018
ACTON, ONTARIO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SAVE THE MANUALS
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SUBARU6

THE NÜRBURGRING NORDSCHLEIFE

PART ONE: PUT THE'RING ON IT

Story | Mark Hacking

If you're interested in fast cars, driving or any combination thereof, then the infamous Nürburgring Nordschleife racetrack has likely crossed your mind at least once. For those enthusiasts who have yet to experience this daunting stretch of tarmac, you may wonder if its reputation is deserved. Well, let me tell you: the hype is real.

Nestled in the Eifel Mountains in Germany, some 90 kilometres south of Cologne, the track was constructed starting in 1925 and hosted its first race in 1927. The Nürburgring originally encompassed two separate tracks, the Nordschleife (North loop) and the less challenging and shorter Südschleife (South loop), linked together by a small connecting loop. The combined circuit, referred to as the Gesamtstrecke (total distance), stretched on for 28.265 kilometres.

Modelled after famous public road race courses such as the Targa Florio, the Nürburgring was designed to be a one-way toll road. The start/finish line is situated in the town of Nürburg, with its iconic small castle, and speeds past or in the vicinity of a number of neighbouring villages, such as Adenau, Aremberg, Breidscheid, Döttingen and Quiddelbach.

> In the early days, the forest marked the edge of many parts of the circuit; now, the entire Nordschleife is bracketed by guardrails and some stretches feature catch fencing. The guardrails are less forgiving than the native beech trees in the forested areas—mostly. The catch fencing is engineered to keep spectators off the track and to shield those spectators from flying pieces of car following inevitable contact with said guardrails.

157
YOKOHAMA

The configuration of the Nordschleife has changed many times over the years. Since 1983, the distance of the treacherous loop has been set at 20.832 kilometres. There are, officially, 73 different corners: 40 right-handers and 33 bending to the left. A number of these turns feature blind approaches.

The track's lowest point is at 317 metres of elevation and its highest is 616 metres. The significant number of elevation changes over a single lap are the main reason why a video game version of the Nordschleife is not a truly representative way to learn the track — it helps, but it doesn't help enough.

By this point in the story, you may be wondering: "Why the lengthy introduction?" Simple: The Nürburgring Nordschleife demands respect—and respect only comes from time spent considering the situation and/or experience gathered in the same pursuit. Also, yours truly learned all about the track the hard way and I don't want you to make the same mistakes.

My first experience with the 'Ring took place in May 2010. It was a drive event for the 2011 Aston Martin V12 Vantage. At that time, the British manufacturer was focused mainly on endurance racing with their GT machinery and the Nürburgring 24 Hours was a big part of that program. Like a number of manufacturers, Aston Martin also took to the track regularly to develop and test its vehicles. In fact, they still maintain a facility, now called the AMR Performance Centre—Nürburgring, right across the street from the track.

> The program for the V12 Vantage launch involved a visit to the test centre, a road drive with the car and a handful of laps of the'Ring itself behind a pace driver.

In advance of attending the event, I didn't think to study a track map or play a video game or even watch crash compilation footage, which is now all over YouTube. But I knew a little bit about the reputation of the 'Ring. I heard about the horrific Niki Lauda crash in 1976, which is so vividly depicted in the 2013 film Rush. I knew that safety was a regular concern and that Grand Prix cars were considered too fast for the place.. I knew that Jackie Stewart, one of the bravest drivers ever to race the track, had nicknamed it the Green Hell.

With all that information swirling around in my mind, here's the only way I prepared for the trip. As

my then-girlfriend dropped me off at the airport for the flight to Frankfurt, I asked her to look in the glove compartment for my passport. Instead, she found the engagement ring I'd placed there a few hours earlier.

That's right: fearful that I might not return from driving on the Nordschleife in one piece, I asked her to marry me. True story. Also, the Beyoncé hit Single Ladies (Put a Ring on It) was playing on the radio as we pulled up to the terminal. Also, true story. She said yes.

Newly and successfully engaged, I climbed into the driver's seat of the red Aston Martin. Back in 2010, this version of the Vantage generated 510 horsepower, a number that represents another mistake of sorts. If you want to learn the Nurburgring properly, you need to start with a car that's not ridiculously fast; something with no more than 250 horsepower, for example.

The reason? You need to give your brain half a chance at starting to learn the nuances of the track, a process that experts say takes at least 100 laps. If you're driving too fast right from the start, your brain is too busy attempting to keep you alive—it doesn't have the capacity to pick up visual cues or stick to the proper racing line.

We were about to start the lap from the original pit lane on the Nordschleife, but there was a momentary pause. One of the members of the crack Aston Martin PR team, Kevin Watters, asked to ride shotgun with me. He's a smart fellow, to be sure, and he's since risen to become Director of Communications for the brand. But this may not have been his most shrewd request.

You see, the Nürburgring has a way of luring you in like a well-hidden trap. There are other racetracks with frightening sections. But, normally, when you approach these parts of a track, fear takes hold and your right foot leaps off the accelerator pedal. Not so with the 'Ring.

Of course, there are plenty of frightening sections, but you often don't realize how terrified you should be until it's too late—far too late. It's like riding a roller coaster and trusting that the operator knows what he or she is doing. Except you're the operator—and you don't know what you're doing. (At least, not until you've got those 100 laps under your belt.)

In one of the pictures accompanying this story, you'll see a red Vantage closely following a grey Vantage. Guess who's driving the red car in the picture? Yep, it's me, attempting to put heat on a guy whose job it was to teach people how to race at the Nürburgring. Another poor decision.

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> Ultimately, after a four-lap run, everyone made it back to the pits unharmed, including Kevin and his highly unqualified chauffeur. We had smiles on our faces—we had just experienced the 'Ring for the first time and it was an uncontested thrill. But as the session concluded, the pace driver pulled me aside and told me that I was lucky not to have crashed.

On one of the jumps, he watched in his rearview mirror as our car hit the crest of the hill with the front wheels at a slight angle. As we landed after the jump, the wheels were still at an angle, and I was fortunate to correct the situation before the Vantage speared off the circuit. If we had been going at racing speeds, Kevin and I would still be flossing bark out from between our teeth, some 13 years later.

This story tells you how not to learn how to drive the Nürburgring Nordschleife. Stay tuned for future installments, where you'll learn the proper way to learn the track and race the track. It's going to be one hell of a ride!

JUAN
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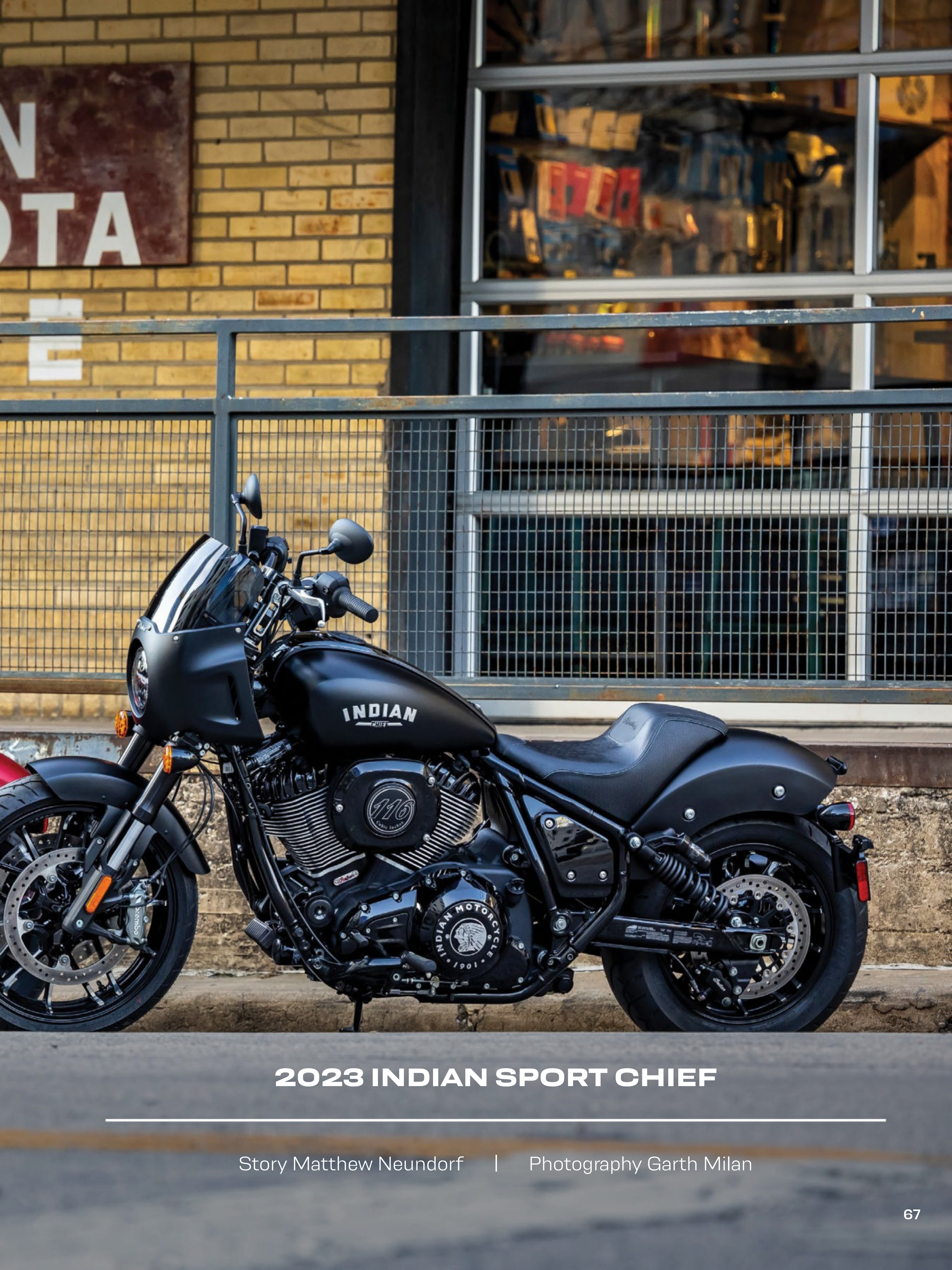
INDIAN MOTORCYCLE 1901
brembo

FIRST RIDE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2023 INDIAN SPORT CHIEF

Story Matthew Neundorf | Photography Garth Milan

Oxymorons can be as fun as they are confusing. Take Texas Hill Country, for example. There are reliable, known incongruencies there. Texas is as flat as the cow patties dotting its fields – it's the sixth flattest state in the union – and yet, the Balcones Fault – a 300 million year old crack in the Earth – created a rift between two plates that caused the lands on the north side of the Colorado River to kink and twist, seemingly out of nowhere.

It's the kind of thing that can make a rational mind itch, but it has created some of Texas' best riding roads.

Climbing a ridge of Mount Bonnell towards Volente, the 2023 Indian Sport Chief I'm riding feels both confident and eager to munch the sinuous collection of asphalt that fault has helped create. The 116 cubic-inch, air-cooled, V-Twin has torque for days – 120 pound-feet of it – and it feels just as happy to be wrung out as it does to doddle.

Built upon the same Chief platform that debuted just a couple of years ago, the Sport Chief is what happens when performance and handling become the focal points in cruiser development.

As such, the Sport Chief inherits the inverted, 43mm KYB fork from Indian's proven King of the Baggers, their Challenger model. The rear suspension has also been swapped from the standard three-inch units to a set of four-inch Fox piggyback units.

The new suspenders also mean that the Sport Chief's geometry has been adjusted. Rake has tightened up to 28-degrees (from 29-degrees) while trail has shrunk from 132 mm to 111 mm. That, combined with the added ride height, means that the Sport Chief also picks up an extra degree (29-degrees) of lean angle.

Working my way through the narrow, bumpy and very twisty Cow Creek Road, I'm happy to have the extra inches and angles between the Sport Chief's hard parts and the road below. There are a few spots where the suspenders lose the battle between gravity, speed and the Sport Chief's 311 kg curb weight, but those shunts are limited to cattle guards, creek crossings and a liberal right wrist.

Scrubbing speed for a more comfortable approach can be done with a gentle two-fingered pull on the right lever. Flanking either side of the 19-inch, Sport Chiefs exclusive Cast Black front wheel are

INDIAN
CHIEF
116

a set of four-piston Brembo callipers, biting down on 320 mm semi-floating rotors. There's good initial bite and progression is communicated well, though I'd prefer the same upgrades were made at the lever level as have been elsewhere.

A glance down at the gorgeous, bright and colourful, 4-inch Ride Command-equipped touchscreen tells me we're about to turn back towards the Colorado River and into Lago Vista. It also tells me I'm carrying impressive speed, considering we haven't seen the straight, flat kind of road most big-bore cruisers prefer to call home. Like I said, oxymorons can be as fun as they are confusing.

Indian
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NO LOITERING
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Ferrari

RANDY WELLS

FOCUSSED ON FERRARI

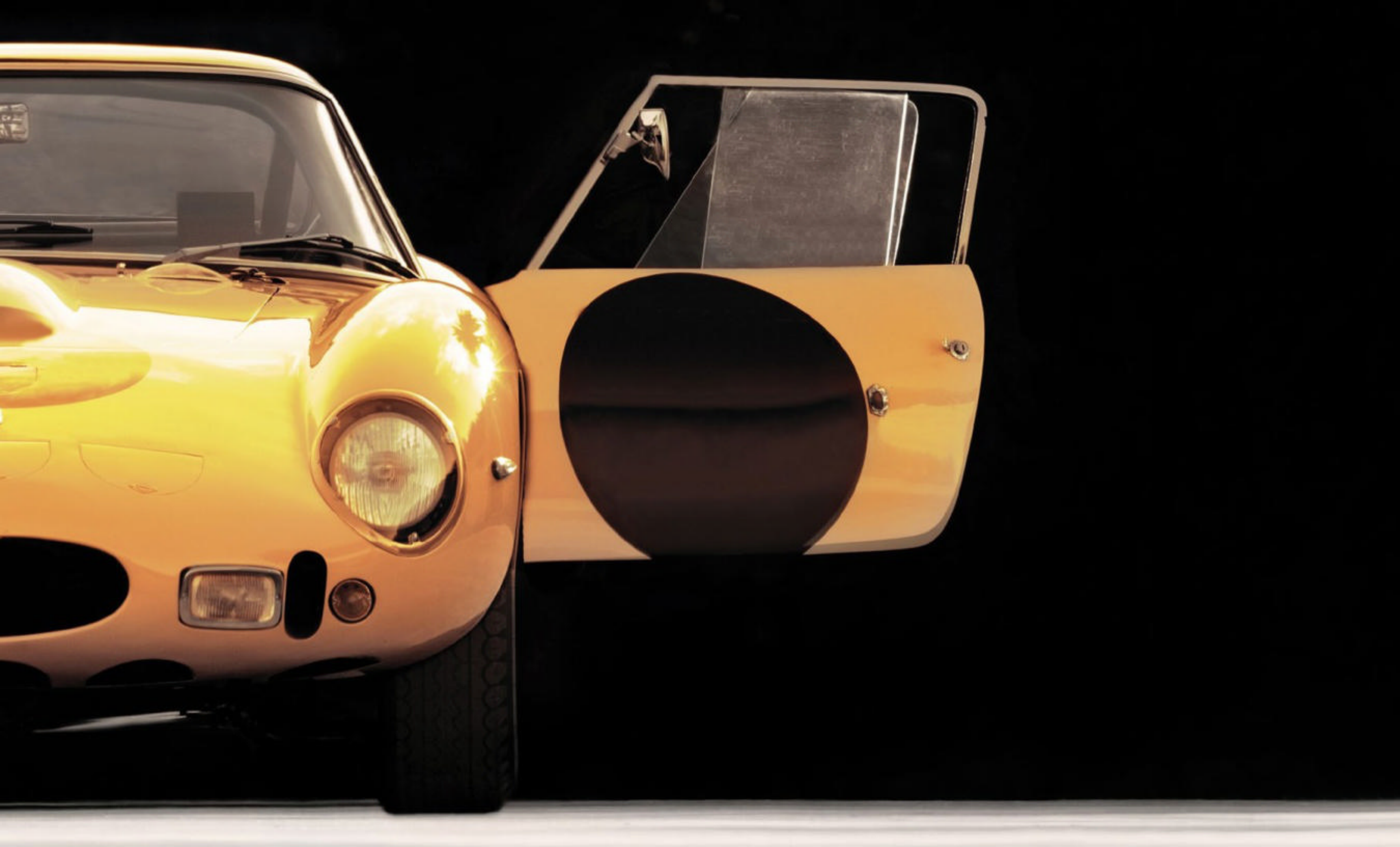
Story and Photography | Randy Wells

Marlboro
DVAG
M. SCHUMACHER
Marlboro
SCHUMACHER

Randy Wells, our featured photo artist, presents us with a visual feast of some of the rarest Ferraris. He's best known for being a creative trailblazer for travel photography in the 1990s and for Porsche images and stories in the 2000s. However, more and more, he is being asked to capture Ferraris and other exotics on location and in his traveling studio.

Included in this portfolio is one of the very first Ferrari badged Alfa Romeo race cars, as well as Michael Schumacher's 1997 F1 car. More iconic legends include the coveted 250 GTO, a rare Cal Spyder and 1971 312 P Sparling, plus the 2021 Pebble Beach winning 512 S Berlinetta. Modern classics like the 458 Italia are also featured.

Born in Cordova, Alaska, Randy learned how to survive the icy waters of Kodiak as he fished king crab commercially with his dad, who was voted one of the top 100 fishermen in the world. Photography remained his passion however, and at just 11 years of age he won a Kodak photo contest. At the same age he witnessed the very first Jaguar E-Type to arrive in Alaska. That dark green British sports car entered the small fishing village of Cordova in a private ceremony. It changed his life. So did a 1969 Porsche 911S his uncle brought over to his grandmother's Sunday dinners.



Marlboro

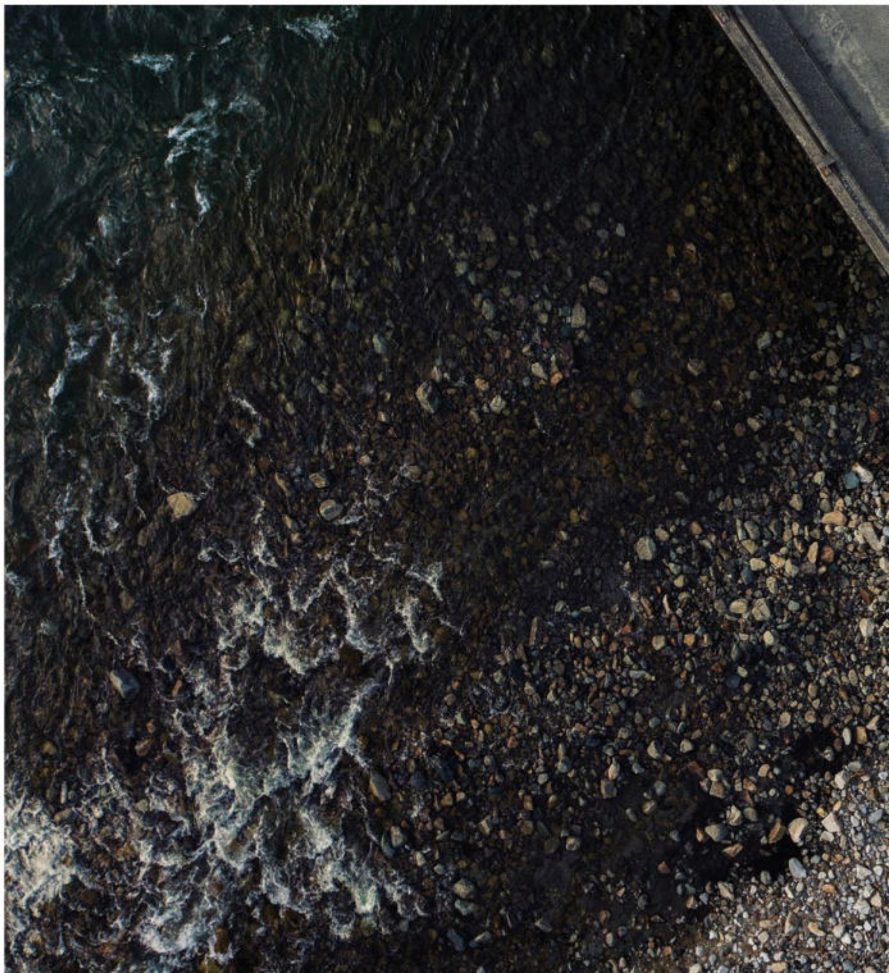
FERRARI 250 GT CALIFORNIA SPYDER ON "MOVIE ROAD"
ALABAMA HILLS NATIONAL SCENIC AREA

An adventurer searching for awareness, he became a motocross rider at age 14, a certified scuba diver at 16, and a post-impressionism art student in Paris at age 20. Randy later became a Doctor of Optometry in 1979, practicing in Seattle for a dozen years. He also campaigned a 1972 Porsche 911 in regional and national PCA and SCCA autocrosses, winning trophies and championships from the late '90s on.

Influenced by the Magnum and National Geographic photographers he would later study with: Ernst Haas, Sam Abell and Alex Webb, his love of images led him to travel the world photographing on assignment. In 1992 he transitioned from optometry into becoming a full-time travel photographer, and in 1998 he incorporated automobiles into his writing and filmmaking. Since then, Randy has covered locations on every continent and in every U.S. state.

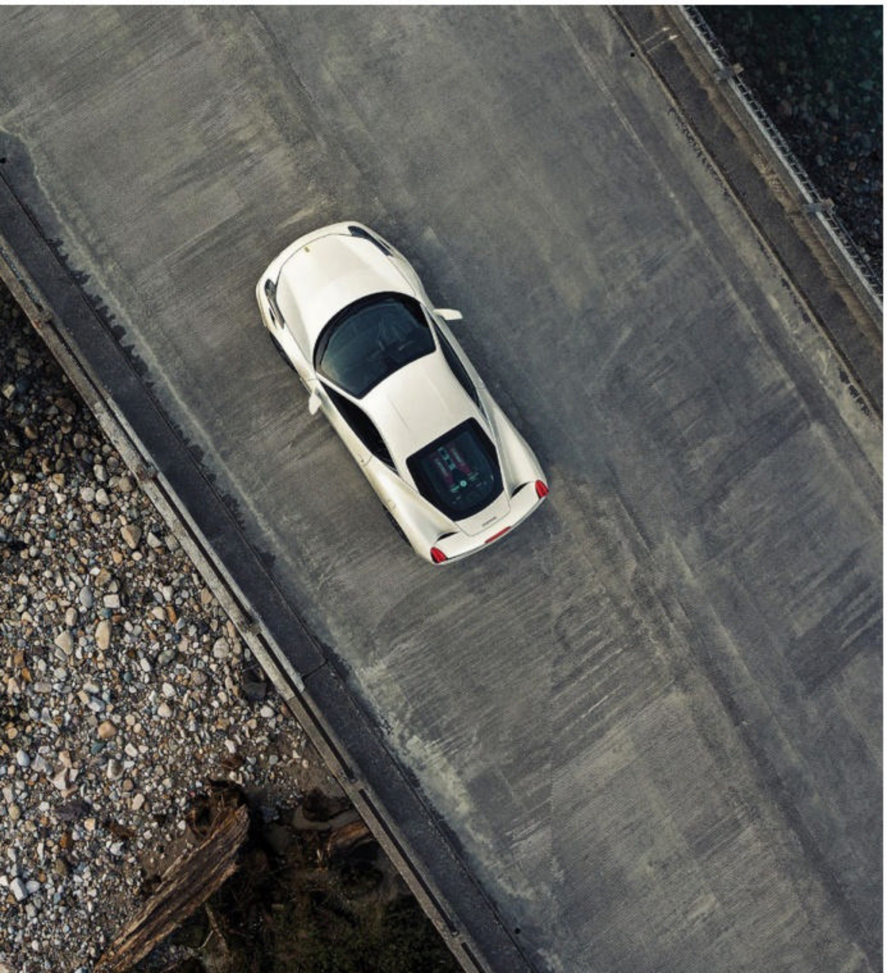
Celebrated for his creativity, problem-solving ability, and meticulous craftsmanship, Randy currently enjoys the unique privilege of photographing for the world's best car manufacturers and their advertising agencies, as well as graphic designers, collectors, and auction houses worldwide.

His images have appeared in countless magazines and ads, including National Geographic, and his fine art prints are held in multiple collections, including the Smithsonian, the National Steinbeck Center, the Santa Barbara Museum of Art and the Harry Ransom Center in Texas. Awards for his images include American Photo, AR100, Communication Arts, HOW, Nature's Best, and Graphis. He has also



won Motor Press Guild awards in three categories and is in demand as a car filmmaker.

Randy is honoured to have been voted one of the top ten photographers in the Pacific Northwest and one of the top five automotive photographers in Seattle. When he's not photographing, his hobbies include old Porsches, vintage vinyl records, antique tribal rugs, and creating footprints in the sand.



You can see more of his work and his
award-winning Baja Porsche 911 rally film Icarus at
www.wellsimagery.com

Arai
TRIUMPH

2024 TRIUMPH STREET TRIPLE 765 R AND RS

Story | Edward Narraca

RS
STREET TRIPLE

Left, right, and center: Be it cuisine or prickly politics, landing smack in the middle of the spectrum is a wise place to call home. It's the safe bet, the smart choice, if not a bit beige. The naked middleweight segment is anything but vanilla these days, as nearly every manufacturer has a downright exciting option sprinkling the showroom floor. And Britain's bringing its best to the table with the 2024 Triumph Street Triple 765 that boasts quite a few updates.

IMU-enabled electronics come to the Street Triple for the first time, bestowing cornering ABS and lean-angle-sensitive traction control to its plentiful list of rider aids. Sensible revisions are followed by a 765cc triple-cylinder engine cranking out more power from midrange to redline and handling improvements. Familiar yet refreshed styling makes the cut as well.

This year, three distinct flavours are offered, each with components and states of tune to fill a specific role. Things begin with the streetwise lower-spec R, which is only lower-spec comparatively, as fully adjustable Showa Separate Function Fork, Showa shock, and Brembo M4.32 callipers hardly deserve sand kicked at them. The R's most distinctive feature is its engine tuning, pumping out a hearty 118 horsepower and 59 pound-feet of torque—though peak HP now arrives 500 rpm lower. Even the LCD/TFT instrument panel holds its own.

Meanwhile, the RS takes the track-focused leanings further with an upgraded Showa Big Piston fork and Öhlins STX 40 shock — both fully adjustable. Of course, the chassis geometry is sharpened to help make it an even more pointed racetrack weapon. Braking duties are bolstered with a span-

and-ratio adjustable Brembo MSC master cylinder, Brembo Stylema callipers, and an additional Track riding mode via the full-color TFT dash. Better yet, the RS and Moto2 models reap greater performance benefits with 128 horsepower and 59 lb-ft.

Meaner still is the sold-out limited-edition Street Triple 765 Moto2 Edition bike, complete with clip-on style handlebars, all-around Öhlins suspension, and unique colourways. With the lusty Moto2 edition already spoken for, our grubby little mitts were kept off-limits.

We had two momentous days to get a proper taste of these bikes on our pallet. First, we'd be taking to the twisty Andalusian roads near the legendary Circuito de Jerez-Angel Nieto circuit in Spain and cap it off with a full day aboard the RS around the track.

The 765cc engine is wielding internal updates gleaned from the brand's experience as the spec-engine supplier in the Moto2 World Championship. Greater power is teased out with updates like shorter intake trumpets, new valves, reshaped cams, a redesigned combustion chamber, and pistons. The silky-smooth triple is still as lively and raucous as we've always known it to be, complete with perfectly tuned riding modes. And the updated exhaust's song is a proper belter, too.

Out on the road, there isn't much left between the R and RS back-to-back, despite different tunes, and they're an absolute hoot. The RS does run away in the top end with those extra ponies, but they're only realized at the racetrack.

What takes the cake is shortened transmission and final-drive ratios that curl the proverbial lips of the R and RS, helping them get off the line or apex faster. The sporty steeds urgently stab their hoofs into the powerband and keep the power pumping to the 12,000 rpm redline. Tearing around Jerez's technical layout doesn't leave much breathing

room, and luckily, you have a slick bi-directional quickshifter to lend a hand.

Bending into curving Spanish roads aboard the R is aided by a minimally shortened rake and trail, which sees it tip-in on command and still backed by the Street Triple's characteristic confidence. The Showa suspenders gobble up B roads nicely, save for an errant shimmy when receiving a hard knock to the shock and brakes, providing great feel. Continental ContiRoad rubber leans towards the firmer side, but those can be swapped. And the entirely reasonable yet athletic riding position is suitable for long days in the saddle, though these are naked bikes, so taller riders will take it to the chest.

As good as the R is, the RS takes it up a notch with the Showa/Öhlins combination that jacks up the rear ride height and makes a sharp chassis even more pointed. Naturally, the grippy Pirelli Diablo Supercorsa SP tires aid in the handling department. Diving towards any tight street apex is done in a snap. Moreover, the sheer front-end confidence and mechanical grip do quick work of Jerez's high-speed Curva Alex Criville — a corner that requires *cojones*, as the Spaniards say — and you've still got the excellent track-tuned TC, wheelie control, and ABS watch over your shoulder. On that note, the upgraded Brembo bits are worth their weight in gold when dropping the anchor into turn Curva Jorge Lorenzo. With performance like that, it's unsurprising that naked bikes have replaced supersports in many garages.

Triumph and its Street Triple 765 lineup have delivered something special once again, marrying approachable power to a brilliant chassis suitable for riders across the board. But there is more than pure performance; with an excellent electronics package ensuring its luxury finish isn't scuffed and high-quality components, the value is at an all-time high.

EVERLAST
Champion

SCAN ME

PRE-WAR RESTORATIONS

KEEPING THE ARTFUL CRAFT ALIVE

Story and Photography | Mercedes Lilienthal

Jason Stoller, co-owner of LaVine Restorations, a prominent vintage-restoration shop located in Nappanee, Indiana, knew of this car for a long time. "He's into European sports cars, but he knew this car was sitting in a tobacco barn in Kentucky for something on the order of 40 years, buried up the axles in mud."

Despite that, they pulled the dilapidated 1930 L29 Cord out with a skid steer and began the arduous process of restoring it. "Most of the wood in the body had to be replaced," Stoller exclaimed. "A lot of the components were unusable and had to be manufactured or found new, old stock."

Shawn Coady, the Cord's new owner, helped LaVine Restorations restore the neglected barn find. "He took the [L29] parts book, published by Cord, and went through every part and picked out its fit and finish." Because of this and coupled with approximately 20 months and 10,000 man-hours of careful attentiveness to recreate the Cord's original condition, this beauty is as perfect, as Stoller believes, as they could've possibly made it. This was, in part, due to Coady's research and LaVine's work to pull it together.

This forgotten-about pre-war auto has gone on to win the Best L29 Cord and Best in Show at the ACD Festival in Auburn, Indiana. It's the show where the car was built. "They have a reunion there every year," Stoller mentioned, "those guys know these cars better than anyone. [Coady's Cord] was the highest scoring L29 ever judged."

This once-lonely barn find took third place at Pebble Beach and has made an appearance at the Concours of Elegance at the Hampton Court Palace in London, where it won its class, beating seven other highly qualified Cords.

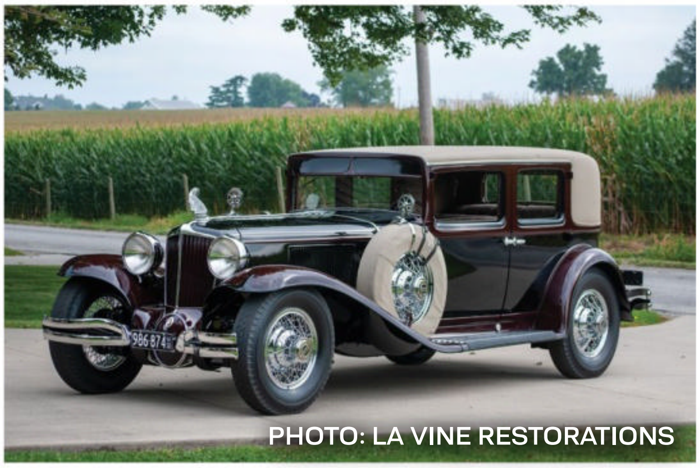


PHOTO: LA VINE RESTORATIONS

PHOTO: LA VINE RESTORATIONS

"I grew up in a small travel-through town, just living life day by day," said seventeen-year-old Betty Lou Parrish, a sophomore at McMinn High School in Athens, Tennessee. "And now, I'm planning my future and I've never, never really thought of being here."

Parrish recently traveled to Nappanee to meet Stoller and LaVine Restorations' other co-owner, Travis LaVine, along with his parents, business founders Vivian and Eric LaVine, as well as the rest of the expert staff at the shop. The crew, along with the non-profit RPM Foundation and the support of her family, arranged for Parrish to work alongside LaVine Restorations for two days of intensive job shadowing to see how a world-renowned pre-war restoration shop runs. Parrish discovered the wide world of job opportunities that lies within the artful craft of vintage-car restoration.

"My favourite classes are shop, of course, and math," Parrish stated. Her shop instructor, Mr. Crisp, gives her the freedom to explore her potential, "because he knows what I'm capable of doing." In addition to shop class, Parrish is guided by her grandfather Stefan Ronnebeck, a skilled craftsman and German immigrant who married into the family before Parrish was born. Ronnebeck and Parrish formed a common bond—working on pre-war vehicles together—since she was just 13 years of age.

Parrish found her calling: vintage vehicle restoration. Like those who work at LaVine Restorations, she exudes the same fiery passion to restore history's relics. Parrish is learning how to weld, fabricate, panel shape, and is even trying her hand at electrical and engine work thanks to her grandfather, Ronnebeck, and other influences like Mr. Crisp and Travis LaVine. Her family backs her, especially her parents and grandparents.

"I think it's important to keep history alive, so people understand what it was like back then," Parrish said, "and grasp the mentality of how they were doing things and why they were doing certain things and see how we evolved."

No matter if it's shaping metal with an English wheel or pouring a center dash piece mold for a 1939-1940 Packard 180, it's all about keeping the artful craft of vintage vehicle restoration alive.

"Restoration [work] is a thinking-person's game and provides a unique space for a young person to learn so much more than just 'working on old cars,'" Travis LaVine explained. "[Betty Lou Parrish] has the right foundation to build upon to play it well. She will excel at this; I have no doubt. I felt incredibly comfortable having her here and am very excited to work with her in the future."

"As with any craft, dedication and life-long learning are the keys to mastering said craft," he added. "Talent is talent, no matter what the package is. My mother, Vivian, has defied the 'norms' of this industry for almost 50 years because she has undeniable talent and brings a different perspective. Any woman who wants to work in this industry should be able to do so without any hesitation or pushback."

Everyone brings a unique set of talents to the table. Travis LaVine said he himself had an "odd and circuitous route back to the family business." He studied math, economics, and finance for his undergrad. He and Stoller ran a small business that the shop had integrated into their corporate structure and system. The pair went on to law school and Travis LaVine then worked for the EPA in Washington, DC, the Michigan Department of Energy, then settled in at Ernst & Young in Chicago, working in corporate tax and international tax planning.

However, in 2014, he was in a transitional phase and had a "little epiphany" that working at LaVine Restorations is what he should do to perpetuate the family business. "It's been a lot of observing from when I was a kid and working with my parents. It's really jumping in with both feet when I got back into it. It's like learning a foreign language. If you're in it and you live there, you tend to pick it up quickly."

As for teen Parrish, she says to not let someone tell you that you can or cannot do something because of your size or gender, (or age for that matter). Instead, she says, "Show them what you can do and why you can do it better."

ONTARIO
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TOYOTA GAZOO RACING EUROPE

THE HEARTBEAT OF COLOGNE

Story and Photography | Dan Heyman

The town of Cologne, Germany -- or "Köln", to use the German nomenclature; its proximity to the Belgian border earns it the distinction of being called two different things, depending on the native language being used -- is bit of a diamond in the rough situation.

It is Germany's fourth most populous city; its sights range from a cathedral that is one of the most revered sites in the German catholic world to a hotel that was formerly a water tower (no surprise that it's part of Hilton's offbeat "Curio" line of hotels) and its geography is a mix of pleasing wide-open green spaces dotted with water features that serve as welcome ways to divide up the various neighbourhoods.

It doesn't have the international intrigue that surrounds Berlin (although Bonn, just south of Cologne, has been heavily featured in at least one novel by famed spy writer John Le Carré), doesn't have the sausage-and-beer Oktoberfest vibe of Munich or the industry of Stuttgart – but there are slices of all of this in Cologne and that's what makes it a neat discovery.

You won't have to walk far off the Hohe Strasse shopping street to find a proper brewpub – we recommend Früh – and the myriad stores ranging from sneaker shops to model train spots all point to a city that doesn't have a shortage of activities. It feels nicely modern but Gothic all at the same time, presenting a welcome dichotomy.

> So, we have some international intrigue (sort of), plenty of places to shop, gather, drink and be merry – but what of the "Stuttgart" part? The "industry" angle?

Well, that's where Toyota comes in. More specifically, that's where Toyota Gazoo Racing Europe (TGR-E) comes in.

Nestled in a business park just outside of town and bordering on a farmland landscape dotted with cozy hamlets, TGR-E is a pretty unassuming place. Yes; there is a trifecta of entry flags that give a little bit away but otherwise, it's a fascia finished in corrugated steel, painted white with black window frames. Not much going on – until you have to show your creds at the gatehouse and are granted access inside Willy Wonka's Car Factory.

As soon as you step through those double sliding doors you're in the world of Toyota and Toyota motorsports, punctuated by the brand's latest entry in the World Rally Championship (where Toyota won the championship for manufacturers three of the five years between 2018 and '22), simply called the "GR Yaris Rally 1".

Don't think that this is your aunt's glorified shopping cart, though; the fender flares, canards and wings on this particular Yaris are enough to make even the most seasoned tuners blush, and that's

before we even start talking about the hi-tech AWD system and turbo three-cylinder powertrain. It was there during our visit; come by another time (tours are done via private group bookings only) and you may see one of Toyota's World Endurance Championship (WEC, often referred to as "weck" within these halls) entrants such as the GO10 prototype. That car, developed in-house, makes Toyota one of only two WEC competitors along with Ferrari that builds everything but their race car's rubber. Sometimes, you may simply see one of GR's road cars – say, the Supra – because what happens here doesn't stop at the track. In fact, far from it.

> "Most of you know us as home of the Le Mans team or home of the rally team," said Thomas Heidbrink, events and communications manager at TGR-E. "(We could be working on) charging infrastructure, parts of our hybrid system, or it could be chassis elements or CNC." Almost everything with the GR moniker attached to it will get its start here.

They can build parts and components for the rally car that will eventually get shipped to Finland – where most of their rally testing happens – to be assembled on-site there. They could be working on the gearbox for their Le Mans racer, or even making use of their on-site wind tunnel, which they've rented out to high-profile clients such as the former Lotus F1 team.

Of course Lotus F1 wasn't the first team to use the facilities; you don't have to look to far back into the annals of motorsport to see that it wasn't that long ago – from 2002 to '08 – that Toyota had their own F1 team. From wing to wing, the Toyota F1 efforts were basically a solo effort, with Toyota foregoing the usual path of pairing up with a different engine supplier or chassis developer.

Just because the F1 effort stopped after 2008, though, the show went on at TGR-E.

"After signing off of the F1 project," said Heidbrink, "150-200 people (that hailed at times from up to 32 countries) stayed at Toyota to think about how we can use our facilities." After all; TGR-E was a huge investment for the manufacturer and

they weren't about to let that all go to waste just because the F1 program was defunct.

They are proud of those F1 efforts, however; a walk through the facility will take you past, among other things, clay mock-ups of the F1 car, a row of diecast models of every F1 car built and even various part assemblies, proudly on display with a plaque describing their function.

> It's not just about showing off their work, though – indeed, no matter how compact you make a gearbox, for example, it's never going to look "sexy" to anyone except maybe an engineer. That's not the point, though. The point is to show that the work they're doing can filter down to a world a little more familiar and accessible to you and me – that of the road car.

"There are reasons why we do WRC or WEC," said Heidbrink. "For a company like Porsche, (Le Mans) is a big marketing tool. That's not they way we are doing it. We are doing racing to develop technologies." The proof is in the pudding; take a walk further into the facility (a massive complex that encompasses everything from the aforementioned wind tunnel and CNC shop, to a seven-post chassis rig, composites shop, engine design labs and so much more) and you'll come across the area where they prepare their GT3 and GT4 Supra racers. These are race cars, but the rules governing those classifications are there to ensure that what you find in the race car can also be found, to some degree, in the road car. It's a great point of reference to see how, in the halls of GR, race car and road car tech meet in fascinating ways.

For those who like looking at the shiny finished product rather than its bits, the brightly lit service bays where everything from GR Le Mans prototypes to rare motors are groomed and cleaned is the spot. During our visit, both the ultra-rare Lexus LFA and even rarer Toyota 2000GT made an appearance; that's probably over $1,000,000 in cars right there, and that's before we even spin 180 degrees to take in the four Le Mans prototypes on jacks, getting ready for deployment to race tracks the world over. It's all here; the cars, the transport rigs, the toolboxes, the tires, the spare body panels – it really is as if you're walking through a paddock at Le Mans.

The crown jewel of the experience, however, has to be what can only be referred to as a shrine to all things GR and Toyota motorsport. Hidden behind a bunker-like bay door they sit: an example of

Travelex
KDDI
TOYOTA
Panasonic
WELLA
ESSO
TimeInc

Castrol
Marlboro
WORLD CHAMPIONSHIP TEAM
Milliau
OMP
TOYOTA
Castrol

every F1 car Toyota has ever built (including the prototype of what they would have run had they competed in '09), rally cars such as Carlos Sainz Sr's Castrol-liveried Corolla and a stillborn Group B-spec Celica rally car, race-worn overalls, helmets and gloves, and most every example of Toyota's recent Le Mans entries, including the TS050 Hybrid that won overall from 2018-20.

That's all well and good but the main event – well, events – have to be the 1998 GT-One (TS020) race car and its road car equivalent. Anybody familiar with racing will recognize the red-and-white prototypes with sinister black wheels and Esso stickers; these cars were Toyota's no-holds-barred effort to return a Japanese manufacturer to the podium at Le Mans. They failed, but a cult classic was born – thank you, Gran Turismo -- and with it, a road car of which only one exists, and it's right here.

> It doesn't get much rarer than that and it's almost criminal that it's all hidden so far down here, but such is life in rarified air as this. The best part? There are no guardrails or barriers and you can walk right up to the exhibits for a closer look; ask nicely, and they might even let you open the doors and sit inside.

It puts a great exclamation point on the experience. To be able to walk those hallowed halls and then see the manifestation of years – no, decades – of work "in the metal", as it were? That's a rare thing.

ON THE TRACK WITH GR

While we didn't get to drive any of the GR products during out visit (but we did sample the Europe-only Yaris Cross subcompact crossover, which turned out to be quite a hoot), I was lucky enough to have been given the keys to all three current GR models – Corolla, 86 and Supra – and let loose on the Vancouver Island Motorsport Circuit (VIMC) in British Columbia.

VIMC is a tight, technical track with its fair share of elevation changes and it puts any car to the test. It's one where you'd think the short-wheelbase, AWD Corolla would be best fit, but the results were a little surprising.

GR COROLLA

Available only with AWD, a manual gearbox and the 1.3-litre turbo three-cylinder shared with the Yaris Rally Car, the compact Corolla is well-suited for the track. It makes good on its holeshot thanks to that AWD, dual limited-slip differentials and 300 horsepower. Then, when it comes time to tackle the circuit's 19 turns, the GR does so with gumption, its Michelin Pilot Sport 4S tires chomping on the tarmac below and flinging you forward with abandon. It's fantastic, but you really have to wring its neck to get the most out of it, and that is always going to be a challenge for many drivers. It's not as easy to exploit as you might think but when you do get in that groove, watch out.

GR86

Of the three vehicles here, this was the one that I really wanted more time in. Its flat four-cylinder engine's 228 hp and 184 pound-feet of torque means it's the least powerful vehicle here, but thanks to a well-tuned chassis and powertrain, it's the easiest of the three to get acquainted with. The seating position is right on and the steering so well-weighted that you really do feel ensconced in the car, clear that you're both working towards a similar goal. I could do it all day.

1990
Carlos Sainz wins the drivers' World Championship, alongside co driver Luis Moya
1993
Andersson Motorsport becomes TOYOTA Motorsport GmbH (TMG).
TTE wins drivers and manufacturers World Championships.
Marlboro
KENYA
1994
1992
Carlos Sainz wins his second drivers' World Championship, alongside his co-driver Luis Moya
1989
10th WRC victory for TTE with Juha Kankkunen and Juha Piironen in Rally Australia.

GR SUPRA A91

While the Supra is the heftiest of the three in terms of both power and weight, the big deal for '23 is the addition of a manual transmission. It's developed in partnership with ZF, and it takes the Supra just that much closer is spirit to its ancestors. While the quality of its 382 hp/368 lb-ft turbo six-cylinder powertrain is expected, what surprises is just how well it does on the tight VIMC track. You'd think with all that width and power it'd be a handful, but since it has about the same wheelbase as a Mazda MX-5 and an ultra-low centre of gravity, it's almost instantly tractable out here. Yes; that short wheelbase and big power will make the rear end a little ornery if you let it, but the accessibility is impressive when you consider how hard it hits.

TOYOTA GAZOO Racing
GR
EUROPE

FIRST RIDE

2023 MASERATI GRECALE TROFEO

Story Jeff Voth | Photography Iain Crawford

Have you ever wondered what influences automakers to choose the names for their different vehicles? In Maserati's case, many of their creations are inspired by wind. For example, their newest sport utility vehicle is named Grecale and refers to a strong, cool, northeasterly Mediterranean wind that blows off the coast of southern Malta. What's in a name, you ask? It turns out there is a lot more than many of us think.

The 2023 Maserati Grecale Trofeo is designed to deliver dynamic performance while at the same time offer a spacious and relaxed cabin experience for up to five occupants. The luxury SUV market gets more crowded with each new model year, so staying ahead, not just getting in the game, is extremely important.

Step inside and you are immediately aware this is no ordinary utility ride. It feels luxurious, rich in fact, with gracefully appointed leather sport seats, a flat-bottom sport steering and just enough satin metal, carbon and piano black accents to stand the test of time. The bright yellow stitching featured in our test vehicle is further evidence to the craftsmanship delivered in the Grecale; it really stands out!

No Maserati is worth its weight in aluminum and carbon fiber if it can't perform at a level that resonates with their trident moniker. And resonate is something the Grecale does with ease.

A twin-turbo 3.0 L V6 cranks out 523 horsepower and enough torque (though Maserati doesn't officially list how much) to pull the Macan-sized SUV from 0-100 km/h in 3.6 seconds. Top speed is rated at 285 km/h.

This is the same engine that powers the uber-exclusive Maserati MC20 (detuned slightly in the Grecale) so you know the Bologna-based automaker is serious about delivering a powerful drive. Pop the drive selector into Corsa, drop a gear or two, then paddle-shift up at redline and you will hear the glorious sounds of a Maserati V6 engine doing its thing. And as anyone who knows fine Italian sports cars will tell you, its "thing" is glorious!

Cornering, braking, cruising and parking at shopping malls are all within easy reach of the Grecale. Maserati understands that the bulk of those buying a midsize sport utility vehicle -- even one with the emphasis on "sport" -- are still more likely to spend their time picking up the kids and driving to appointments or the mall for supplies. But that doesn't mean you can't have fun when the road ahead inspires and the schedule says GO!

The front seats are some of the best I have ever sat in; they coddle and embrace my legs and back in a way that only Italian automobiles seem to. The dash layout is graceful and purposeful and while the center console with its push button gearshift instead of a traditional gearlever is maybe a little unconventional for a serious sports vehicle, it does provide some added storage. The Grecale seems to have found its happy place with balance, performance and style in perfect harmony.

P
CORSA
Turbo
Torque
Oil Pressure
G-Meter
Press OK for Lap Timer

Maserati

OFFROAD
COMFORT
GT
SPORT
CORSA

Maserati
POWERED BY
Nettuno
Maserati

trofeo

Maserati

S GO 659E

DRIVING AT THE BOTTOM OF THE WORLD

2023 PORSCHE PANAMERA E-HYBRID

Story | Mark Richardson

All you want to do is gaze at the mountains, but down here, you can't take your eyes off the road. The snow on the peaks has an icy sheen to it, polished blue by the relentless ocean wind, and then around the next corner could be a pothole ready to crack your wheel rim, or an animal about to smash your windshield or worse. So you keep your eyes on the Road to the End of the World and slow down at every curve to appreciate the vista.

Of course, you don't want to slow down. You're driving a powerful Porsche Panamera, and the empty road seduces you into driving faster. This is the e-hybrid version of the V6 sedan, which can use only its electric motor for speeds up to 140 km/h before its gasoline engine kicks in. The road, however, changes too quickly to let you relax behind the wheel. Smooth asphalt turns to rutted dirt for no apparent reason, and those ruts will shake you into the ditch if you're caught unawares.

It's unusual to see an expensive sedan in this region. The populated areas of Buenos Aires and Santiago are more than 2,700 kilometres to the north across the mountains and the plains, farther than Miami from Toronto. Most everything else on this road is an adventure motorcycle, or an SUV or a truck, more practical for carrying cargo. After all, the next stop south is Antarctica.

The Panamera is here to demonstrate how effortlessly it drives with the synthetic fuel that's produced at a plant outside Punta Arenas, the most southerly city in Chile. The new e-fuel is created by taking carbon from the air and combining it with hydrogen from sea water; the whole operation is powered by the wind that blows here more strongly and consistently than almost anywhere else. It's a complex process, of course, but it's intended to be both environmentally clean and sustainable – an alternative to electric batteries that can power gasoline cars and aircraft and ships.

It seems to be working. I filled the gas tank of the Panamera with e-fuel before setting out from Punta Arenas and there have been no hiccups or glitches,

and certainly no lack of power at the throttle. I kept the speed down on the lonely road north to Puerto Natales, which is the gateway to Torres del Paine National Park, and now the wet clouds have given way to blue sky and cool sunshine. It's summer, and the temperature tops out at 15 degrees C.

My God, it's beautiful here on the Ruta del Fin del Mundo, but the weather changes quickly. The one constant is the wind that blows off the chilly South Pacific Ocean, powering the tall wind turbines that might bring prosperity to the area. This is a treeless land, settled by Europeans for farming sheep and llamas. It's also home to wild guanacos, related to llamas, and to the pumas that prey on them.

Just beyond the calm Pehoé Lake, with the jagged peaks of the Torres del Paine rising behind its turquoise water, there's a motorcycle pulled over beside the road. Its warmly dressed rider is standing at a distance and as I drive closer, I see he's watching something in the opposite ditch. And there, pulling on the carcass of a guanaco in the long grass, is a family of pumas. They're protected

↑ Punta Arenas
to. del Hambre →

S GO 659E

Punta
Arenas
75
km

animals in Chile and revered for their mythical roles as protectors of ancient tribes, so they're unconcerned for their audience. The Panamera creeps forward silently in the road, powered only by its electric battery, and the pumas pay me no heed as they tear on the guanaco. The motorcyclist is grateful for the barrier of the Porsche's long, low hood.

This is a strange land, quite different in its feel from the more populated European Alps or the North American Rockies. It's a place of strength and quiet, which seems only fitting for the Porsche e-hybrid.

An SUV would probably be more practical but the sedan does have an active air suspension that can raise its chassis a couple of centimetres for bumpy ground, or for steeper approach angles when pulling onto sideroads. More valuable is the automatic adjustment to the stiffness of the spring rate and the anti-roll bars, which gives more control on the dirt road.

The Panamera stands out as a luxurious car in a hardscrabble country, where vaqueros wrap themselves for warmth in thick ponchos and condors stretch their massive wings overhead in a never-ending search for food. When winter comes here, it's hard and unforgiving: the temperature drops well below freezing and the snow can stay on the meadows for months. Today, however, the weather is mild and the sun won't set until after 8 o'clock. It's a glorious day for a drive to the end of the world.

FRANK STEPHENSON

FROM SUPERCARS TO WRISTWEAR

Story and Photography | Matthew Neundorf

It is impossible to overstate the impact and influence that Frank Stephenson has on the automotive landscape. His design vision has consistently delivered icons whose beauty is rivalled only by their diversity. From hypercars that pushed the performance and styling envelope like the McLaren P1 and Maserati MC12 GT1 to heritage imbued gems like the Ferrari F430, Mini Cooper and Fiat 500. BMW's original X5 also came from the pen of Mr. Stephenson and then of course there is also the Ford Escort Cosworth, a big-winged boy racer that would become the platonic ideal for the early fast n' furious set – a car I actively attempted to import onto Canadian soil.

Most recently, Stephenson has turned his attention to something a little more pedestrian but no less dependent on efficient and creative design: a wristwatch.

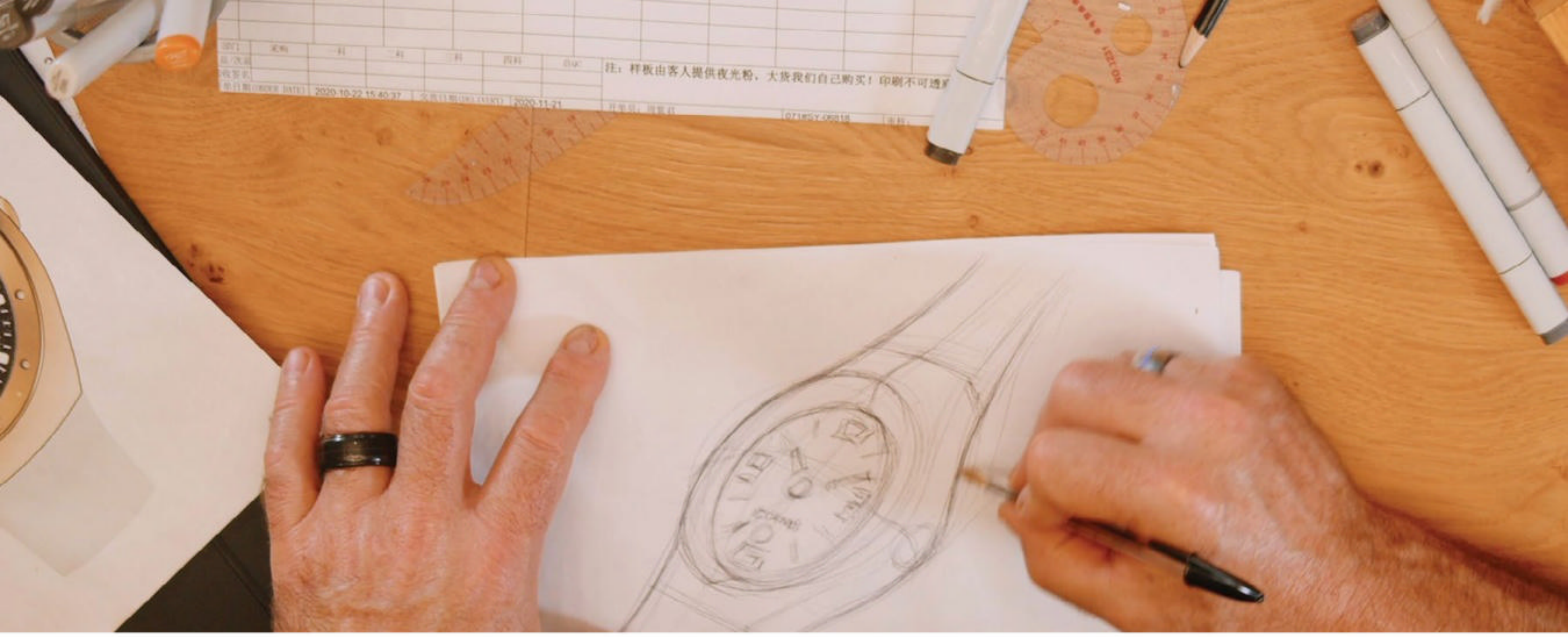
The Frank Stephenson Cosmos comes to us as the first of three offerings resulting from a partnership between Stephenson and Szanto Timepieces. A part of Szanto's Icon series – a collection that includes tie-ups with Roland Sands, Danny Sullivan and surfer Shane Dorian – the Cosmos first presents as a rather humble, quartz powered offering that only reveals its idiosyncratic touches upon closer inspection.

I recently had the privilege of Mr. Stephenson's time to discuss his work on the Cosmos, his thoughts on timepieces in general and whether working with a subject so small created any major design complications.

This interview has been edited for length and clarity.

VICARIOUS: How do you approach the drawing board for a wristwatch, something so much smaller in scale than an automobile?

STEPHENSON: Every designer should put their character on their design, so you need to please yourself. Depending on what the thing is, what its history is, the best approach could be to start entirely from scratch. When Barry (Cohen of Szanto Timepieces) approached, I jumped at the



chance and was given free creative reign, within the constraints of basic (watch) case design I was given to work with. Because of its size and function, I wanted to amplify the overall simplicity and clarity of design behind the Cosmos' look but still give it something that would cause an immediate emotional connection – it's really the same approach I would take with a car. The ultimate goal was to make it look more valuable than it is costly. Clarity of design and attention to detail enable that, regardless of scale.

V: You've spoken in the past about the importance of proportions when designing automobiles. Explain how that translates into timepiece design and whether it loses any import along the way?

S: Call it what you prefer, but proportion, the Golden Rule, the Fibonacci Spiral, is always used as an overall guiding principle in my work and it translates just as well to watch design. You need something that, at the end of the day, feels right, it needs to be balanced and is mathematically correct in the mind's eye.

V: What are your timepiece influences? Did you come to this project with any particular brand or style of watch in mind, that carried weight in the creative process?

S: I'm a big fan of the timepieces from Bell & Ross, IWC and Seiko. They seem to really nail the chunkiness and clarity that speaks to me for my own tastes. They also stand out. I'd say that is something that surely influenced things, but I wanted the Cosmos to be balanced in that it was remarkable and comfortable and ergonomic to wear. Some of the chunkier watches out there (that I like) look great but they just don't sit on the wrist comfortably, they're irksome somehow, especially if you have a smaller wrist. So, working with our basic structure, I tried to create something that would achieve a seamless human interaction, while still appealing to the head and the heart.

V: In comparison to the brands you mentioned, the look of the Cosmos doesn't present as something overtly rugged, automotive in theme or "tool watch"-like. Who was this watch designed for?

SOFTEN THIS RADIUS
CAN WE BRING THIS EDGE FUR OUTWARDS AS FAR OU AS THIS E
CAN THIS EDG BEGIN TO SO & THEN KISSA BY THE TIME TO THE CR

S: Absolutely. A part of the goal with a seamless human interaction is that it is so for all humans. The Cosmos was designed as a unisex project, and not just for a certain type of person. It had to walk the line between traditionally masculine and feminine designs while also having colour options that would appeal across the board, too. Little details like making the crown of the watch as flush as possible to the overall case, while working the mechanism we had, became of utmost importance. The strap, too, which is an integrated type. It was important that it worked with the watch as a cohesive unit to broaden its functional appeal.

V: What are some of the unique "Frank Stephenson" touches of the Cosmos that someone unfamiliar with your work – one of those weird, non-car people – should know about?

S: The dial. Every one of them is unique! Each one is essentially a piece of sliced granite so each one is unique to itself. We wanted to create something with depth and the look of infinite space. Similar to the effect of the "Starlight" headliner in a Rolls Royce, our dial accomplishes that through its unique creation. And when you have it surrounded by the matte finishing of the Cosmos' case, it helps further deliver that infinite depth effect and create something that, as an owner or wearer, you can call your own.

V: The Cosmos is the first of three watches you have planned. Can you give us any insight into what the other two may look like?

S: In terms of the looks, I can't really say much on the specifics at this point but my goal is to create a dive watch and a field watch as well. The Cosmos, the deep sea and Earth, if you will. Hopefully a little something for everyone... And I've actually got an idea for a fourth watch as well, that I'm pretty excited for too. That one will be a driver's watch, but not in the "traditional" sense. I want to create something that a driver can actually use as a watch while driving. It may be a little selfish, but I'm designing that one with me in mind as a driver. Stay tuned. I think it's the kind of watch you and your readers will be into. V

FS
COSMOS

A FRANK STEPHENSON DESIGN

One of the most renowned designers on the planet, Frank Stephenson's pedigree is unmatched, as is the list of iconic brands he's worked on: Ferrari, Maserati, McLaren, BMW, Mini and Fiat, to name a few. Having conquered the automotive industry, Stephenson now applies his signature style to the FS COSMOS Watch Collection.

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Frank Stephenson

VICARIOUS/

GEAR UP!

AUTO / MOTO / TRAVEL

Summer is finally here and it's time to load up on the latest stuff to enjoy the warm weather to the fullest, whether you're headed beachside or relaxing in the backyard. Here are eight of Vicarious' top picks for the season.

FORMULA 1 DRIVE TO SURVIVE: THE UNOFFICIAL COMPANION

Netflix-produced Drive to Survive is attracting an entirely fresh audience to the world of F1, and author Stuart Codling has created an unofficial armchair companion to help fans new and old learn more about the characters, cars and history the show is based around. The book takes a deep dive look at all the people in front of and behind the scenes, from personal trainers to the team principal, and highlights rivalries made famous by the motorsport drama like Mercedes-AMG Petronas' Toto Wolff vs. Red Bull Racing's Christian Horner.

For those who want to get nerdy, there's a great deal of detail around the technology of the incredible machines, how analytics play a big part in the points chase, and track design. Codling does a good job weaving in references to specific episodes throughout the chapters, and even casual viewers are sure to recognize at least a few of the beautiful 150 colour photographs found throughout the 192 pages.

FORMULA 1
DRIVE TO SURVIVE
The Unofficial Companion
Stuart Codling

VICTORINOX SPECTRA 3.0

Swiss gear-maker Victorinox just updated its popular Spectra trolley roller line unveiling a five-piece collection in signature red and black colours. Road warriors will appreciate the many features of the Frequent Flyer Carry-On such as a TSA-approved lockable front compartment, perfect for a laptop and documents, which opens without having to access the main compartment, as well as the ability to fit in most standard overhead bins. Shopped too much during a business trip? The slick middle expansion system adds 20 percent more storage space.

The 3.0 is the first to utilize a next-generation recycled polycarbonate shell, and the 100 percent recycled lining is given an antimicrobial treatment to resist the growth of bacteria. Other offerings include a Frequent Flyer Plus Carry-On boasting a slightly larger footprint, an Expandable Medium Case and Expandable Large Case that can grow 40 percent in size and a Trunk Large Case bundling two packing cubes to assist in organization.

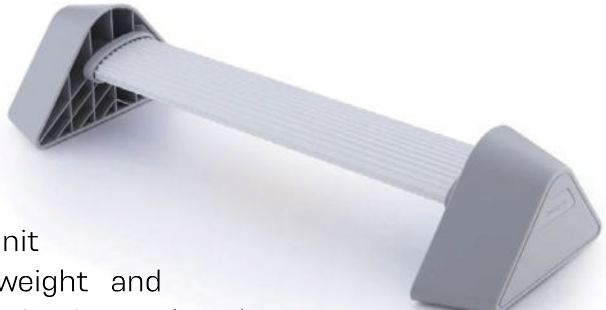
SUMMER 2023

Story | Benjamin Yong

KENSINGTON ROCKING FOOT REST

Having to squeeze in some remote work while on-the-go is common these days, and here's a way to turn any travelling setup into a bit more of an ergonomic one. The Kensington Rocking Foot Rest was designed with the non-exercise activity thermogenesis (NEAT) principle in mind whereby small movements throughout the day help to increase metabolic rate. The centre non-slip bar swivels 360 degrees to allow for the easy rocking of feet and stretching and at the same time improves circulation and relieves pressure.

Though the unit is lightweight and portable thanks to a largely aluminum construction, the build quality is sturdy supporting up to 300 pounds of weight. Rubber padded feet protect wood floors and prevents unwanted movement. And at under 26 inches long and 11 inches wide, not too much under-desk real estate taken up.



OAKLEY SUTRO LIGHT SWEEP

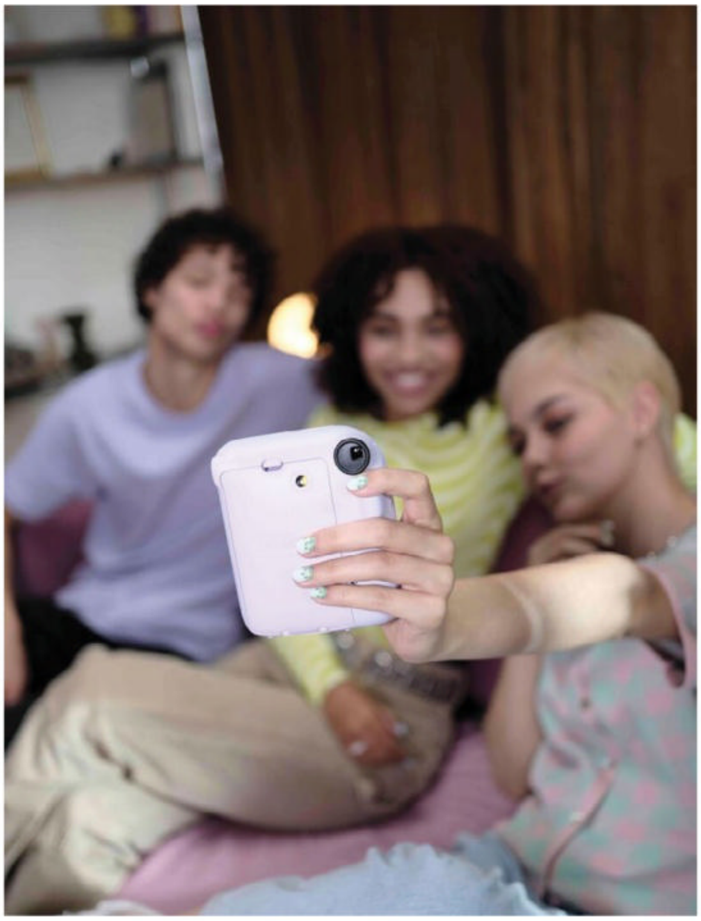
A blend between the contemporary lifestyle Sutro and the cyclist-approved heritage Eyeshade models, the Sutro Light Sweep provides function and a sporty look at the same time. The big lenses — available in a PRIZM finish enhancing colour, contrast and general visibility — afford a lot of upper facial coverage, and the O Matter frames are lightweight and comfortable enough to wear over longer periods. The grippy and sweat-resistant Unobtanium material found on the soft nose pads keeps things in place during activity.

Sold in eight colour variations, like Trail Torch giving a cool reflective reddish appearance, consumers also have the option to customize almost every part of the neo-retro sunglasses down the hue of the O logo on the arms.

FUJIFILM INSTAX MINI 12

The latest addition to the iconic Fujifilm INSTAX family is the mini 12 showcasing an even bubblier appearance and some updated tech. This is the first entry-level example to integrate parallax correction capabilities, meaning what a user sees through the viewfinder in the carryover Close-up mode (now toggled by simply rotating the lens one step for shooting subjects 30 to 50 centimetres away) is exactly reproduced on film. Previously, a slight position shift occurred. Automatic flash control creates great shots regardless of the lightning situation.

As always, the front-facing Selfie Mirror permits guess-free framing before pressing the shutter. Once printed, launch the complementary INSTAX UP! iOS or Android app and scan the photos to save them to the phone as is, or layer on top of a fun background image, to curate a digital and sharable collection. The mini 12 comes in five flavours (Pastel Blue, Mint Green, Clay White, Lilac Purple, and Blossom Pink) and includes two AA batteries and a convenient hand strap.



TINECO PURE ONE S12 PRO EX

Road trips can be tough on a car's interior, with remnants of new environments trekked constantly brought inside. Chinese vacuum brand Tineco offers a solution: the PURE ONE S12 PRO EX. A combination cordless stick and handheld vacuum, the latter form benefits from four different attachments to address any kind of cabin cleanliness issue. The Mini Power Brush lifts hair off upholstery easily; the Crevice Tool reaches the nether regions between seat cushions; and the 2-in-1 Dusting Brush/soft dusting brush make quick work of dusty dashes.

Don't worry about running out of juice, as an extra bundled battery yields up to 100 minutes of continuous operation, remaining life shown in real time on the top round display. Then at the cottage, throw on the extension wand and LED-equipped Multi-Tasker head to attack both smooth surfaces and carpets. Up to 145-watts of maximum suction power is on hand, and the nifty built-in iLoop Smart Dust Sensor automatically adjusts output as needed. Other goodies inside the box are a soft-roller head to use on hard floors and wall-mounted dock.

Poplar Grove

POPLAR GROVE ROSÉ NOUVEAU 2022

After finally arriving at the long-awaited vacation spot, why not unwind via a tasty beverage? This past April, Poplar Grove Winery, based in the Okanagan Valley of south-central B.C., launched Rosé Nouveau 2022, a hand-picked and estate-sorted blend of Malbec, Merlot, Cabernet Franc, Syrah, Cabernet Sauvignon and Pinot Noir varietals grown on the family-owned 140-acre vineyard. At only 8 percent ABV and 85 calories per five-ounce serving, connoisseurs can imbibe relatively guilt-free with minimal risk to their beach bod.

In each sip are definite hints of bright summer fruits, think watermelon and strawberry, and the crisp taste is particularly refreshing when enjoyed alongside a pasta salad or charcuterie plate. The rosé shines a beautifully deep pink as a result of the red grape skins temporarily left on in the maceration (juicing) process.

SOUNDCORE LIBERTY 4

Electronics-specialist Anker continues to push the boundaries of the budget-friendly Bluetooth earphone segment releasing the absolutely feature-rich Soundcore Liberty 4. Adopting stick-type styling, embedded gyroscopes enable 360-degree spatial audio that, if turned on, track head movements to allow sounds to stay aligned according to where you're looking while watching a movie. A novel bonus is the in-ear heart rate monitor to track health data, viewable under the Wellness tab of the Soundcore mobile app.

A trio of mics in each bud picks up audio clearly for voice calls, and the proprietary HearID active noise cancelling system tests the wearer's hearing to tailor the level of ANC applied. The Liberty 4s pack a robust runtime of approximately nine hours in normal mode, and regularly putting them back in the charging case stretches the number closer to 28. Three sizes of CloudComfort removable ear tips ensure a proper fit.

EXIT LANE

Recently, I was asked by a friend if I could recall any perfect moments in my life. There are the obvious answers here: she said "yes", "it's a girl" and so on. Those are great, but they often come associated with a fair amount of stress. I should know; I've been there.

When I close my eyes and really think for a second, however, there is a stress-free perfect moment that comes right to the fore.

It's 7 AM the morning of June 18, 2006, and I'm in northwestern France. The sky is a clichéd hue of passion fruit pink, the clouds are wispy, the air is crisp and in front of me, Corvettes, Ferraris, a Lamborghini (actually I think the Lambo had been retired by then) and of course, Porsches, are zipping by, one after another over, over and over again.

I had been up most of the night previous but I'm not complaining because the folks driving those cars – and keeping them on the track – had been through a lot more than I had. The hardest thing I'd had to do was decide on the blue or beige Gulf racing replica jacket at the track store. For this is Le Mans, and I'm trackside at the 74th running of the 24 Hours of Le Mans endurance test.

Now in its 100th year (with a few asterisks we won't get into here), for me the endurance classic is the motorsport event of the year, more significant than the Monaco Grand Prix, the Daytona 500 and the Mint 400 combined. And there I was, witnessing it firsthand with not a care in the world. Nothing else mattered.

Over the previous 100 years, what started out as a war of attrition on muddy public roads has morphed into a hero factory churning out heroes both human and mechanical. The world's brightest movie stars have starred in movies about it and even competed in it themselves, and millions of virtual racers have covered many more millions of laps 'round the Circuit de la Sarthe's 13.6 km loop. Some lucky folks have even been able to drive on the same tarmac the big boys and girls do, because a big portion of the track – including the famous Indianapolis corner – is a public access road for 99% of the year. Having done so myself, I can safely say there is nothing else like that in the world; it is my Happy Place.

For our next issue, my esteemed colleague – and race driver – Mark Hacking will be travelling to Le Mans (lucky guy) and bringing us a tale from the sidelines of this most historic running of this historic race -- you won't want to miss it. It may just be the perfect story (no pressure, Mark), taking place in the most perfect of places for gearheads.

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